

THE Hongkong Weekly Press

AND

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MARRIAGES.

At the Cathedral, Shanghai, on the 22nd of May, 1897, by the Rev. H. C. Hodges, M.A., ALBERT GEORGE PARROTT, M.R.C.S., Eng., L.R.C.P., Lond., to CONSTANCE MARY, second daughter of F. W. REYNOLDS, M.A., of Redland, Bristol, England.

On the 27th of May, 1897, at H.B.M.'s Consulate-General, Shanghai, by Sir Nicholas J. Hannen, Consul-General, and afterwards at the Holy Trinity Cathedral, by the Rev. H. C. Hodges, M.A., GEORGE, fifth son of Mr. Barnes DALLAS, of Shanghai, to BEATRICE MAUD, second daughter of the late W. H. CLEMOES, Esq., of St. John's, London.

ARRIVALS OF MAILS.

The German mail of the 3rd May arrived, per N. D. L. steamer *Preussen* on the 31st May (28 days).

EPITOME OF THE WEEK.

Mr. H. A. Ramsden has been appointed British Vice-Consul at Manila.

Mr. E. A. Hewett has received the substantive appointment of agent of the P. & O. S. N. Co. at Shanghai.

The ship *T. F. Oakes*, whose long passage and the sufferings of the crew created such a sensation in New York recently, has been renamed the *New York* and left the port after which she is named for Shanghai on the 19th May.

The Imperial Bank of China was formally opened at Shanghai on the 27th May, but the only business done was the reception of numerous congratulatory friends by the foreign manager, Mr. A. Maitland. No financial operations on the part of the Bank will take place until after the 12th of June.

The first steamer for the West River Ports, the *Wingtung*, is advertised by Messrs. Butterfield & Swire to be despatched at 4 p.m. today.

Foochow awoke this morning, says the *Echo* of the 22nd May, to find the whole country flooded. The rise of the river in the neighbourhood of Yeng Ping is said to be quite abnormal. A good deal of damage has been done. The loss of poles to the owners by their rafts breaking up is estimated at \$100,000.

From the *Courrier d'Haiphong* we learn that news has been received that M. Brenier, chief of the Lyons Commission, has not been able to follow the itinerary he had intended, in consequence of the Kwangsi insurrection. The members of the Commission in Tonkin are anxious, as they do not know where M. Brenier is.

Colonel Mosby, formerly United States Consul at Hongkong, recently met with a serious riding accident. A telegram dated Richmond (Va.), 28th April, says:—Colonel John S. Mosby shows a distinct improvement in his condition. Unless inflammation supervenes where the brain is bruised from the hoof of the animal, which destroyed his eye, and where the blood clot is believed to be, his recovery will be steady.

A boating accident recalling in some degree the terrible catastrophe which overtook the launch of H.M.S. *Edgar*, on the 14th of November, 1895, off Chemulpo, is reported from Saseho. The Senior Officer of the Saseho Naval Station wires under date 13th May that one of the boats of H.I.J.M.'s ship *Kaimon Kan*, with a landing party of fifty marines, upset while making for the shore, and Lieut. Tanimoto and eight men were drowned.—*Kobe Herald*.

Fresh industries are springing up all the time in Shanghai since the war, notwithstanding the fears of some people who anticipated nothing less than the total annihilation of everything in China. A second oil mill in foreign style is shortly to be inaugurated and it will not only make cotton and bean seed oil, but foreign and Chinese candles, scented soaps, and fireproof paint will be manufactured. The land and buildings have been purchased and the machinery is on the way out.—*Union*.

We (*N. C. Daily News*) hear on good authority that Prince Uchtomsky is to be received within the Imperial Palace immediately after his arrival at Peking, and will be accorded another audience with the Emperor before he leaves Peking. The Prince will also have an audience with the Empress-Dowager. The Russian Mission is to be congratulated on having broken down some of the absurdly exclusive etiquette of the Imperial Court, whereby a service has been rendered to foreign interests generally in China.

The *Shanghai Mercury* of the 28th May, under the heading of "The Imuris Mine," says:—This unfortunate undertaking is again claiming public attention. Mr. M. J. D. Stephens, of Hongkong, is at present in Shanghai on behalf of the liquidator, and this morning he started actions against two shareholders for non-payment of calls. Mr. Stephens was ordered to deposit \$500 in each case as security for costs of defendants, and also to pay the costs occasioned by the application to the Court in any event.

Mr. Stanley Spencer, the aeronaut, while giving a parachute performance at the Bay View Hotel, Hongkong, on the 30th May, met with an accident. Owing to a leak in the balloon it collapsed before it had reached a sufficient height to allow of the parachute fully opening in the descent, the result being that Mr. Spencer fell heavily, but very fortunately a broken leg was found to be the extent of his injuries. It was thought at first that he was killed.

Who would not be a shareholder in the Japan Brewery Company? It is not many years since its ordinary shares were quoted at 100 yen. To-day they sell for 335 yen and those who pinned their faith to the venture by investing in it their capital have every reason to congratulate themselves upon their shrewdness. This half-year the Company has paid a dividend of 15 per cent., placed 50,000 yen to reserve, and carried forward 9,801 yen. With the growing fondness of the Japanese for beer, and the prospect of a heavy tariff being placed ere long on foreign imports, the Company's future is certainly bright.—*Japan Gazette*.

The correspondent of a local native paper writing from from Hengchou, Hunan, states that he late'y saw two men heavily cangued parading the river banks outside that city escorted by a couple of *yamen* runners. The legend on the cangue of each of the desperadoes told the tale that they had been so punished for recently assaulting the Rev. Griffith John while that missionary was trying to sell books at Hengchou. Further, that upon enquiry the *yamen* runners had said that the punishment had been meted out by the peremptory orders of H.E. Chang Chih-tung, who had been informed of the attempted riot through the Consul representing Dr. John's country at Hankow.—*N. C. Daily News*.

Some excitement has been caused at Macao by an insult offered by Mr. Goffe, the British Vice-Consul, to the Portuguese community. On a circular issued to the members of the Foreigners' Lawn Tennis Club asking their opinion as to the giving of afternoon teas to which visitors might be invited Mr. Goffe wrote "Any people asked bar Portuguese." A meeting of the members of the Club União has been held in connection with the affair and a resolution was passed declaring Mr. Goffe ineligible as a member or visitor, of that Club and that he should not be invited to any entertainments held there. Mr. Goffe has, in his official capacity, apologised to the Governor of the colony.

There was a stirring scene at the P. & O. jetty on Saturday (says the *N. C. Daily News* of the 24th May) when the tender *Samson* was about to convoy passengers to the *Empress of Japan*, a great many people having been attracted there to bid farewell to Mr. R. F. Thorburn who terminated his long residence in Shanghai. The Town Band was in attendance and played "Auld lang syne" and hearty cheers and a tiger were raised for Mr. Thorburn, who was visibly affected by the farewell extended to him. It is a curious thing in connection with Mr. Thorburn's twenty year's service with the Municipal Council as Secretary that during that period he was never absent from his post for a single day, either through sickness or for a holiday.

RESIDENCE ON THE HEIGHTS AND THE MILITARY ACQUISITION OF VICTORIA PEAK.

The purchase of the Mount Austin Hotel by the War Office and the prospective acquisition of the whole of Victoria Peak for military purposes materially limits the residential area available for the civilian community in the Hill District. There can, however, be no doubt as to the wisdom displayed by the military authorities in this matter. Not only does Victoria Peak afford the healthiest site for barracks that could be found in the whole colony, but it is also the most advantageous military position, admitting of the troops being speedily brought into action either on the north or south side of the island as circumstances might require. It is probable, therefore, that in course of time the bulk of the garrison will be located there, communication with the town being facilitated by another Peak tramway, constructed and operated by the military for military use only, as the capacity of the existing tramway is insufficient for the conveyance of troops in addition to the ordinary traffic. The expenditure incurred in the purchase of Mount Austin Hotel and to be incurred in the purchase of other property in the immediate neighbourhood will presumably be divided between the Imperial Government and the colony in the proportion of two-thirds by the former and one-third by the latter, in accordance with the principle laid down in the Secretary of State's despatch on barrack services dated 3rd April, 1895. That division applied specifically to an annexed schedule of barrack services set down as required at that time, but it will no doubt be extended to the present case.

Leaving the financial aspect of the question for future consideration, however, we are for the moment more particularly concerned with the effect of the change on the European community living at the Peak during the summer months or all the year round. The Mount Austin Hotel remains available for the present season, but next season, when the establishment is closed, there will be a largely increased demand for house accommodation elsewhere in the Hill District, of which landlords will no doubt take advantage by materially advancing rents, which are already high, the accommodation being insufficient even for present requirements. And unfortunately all or nearly all of the more accessible sites are already occupied. True there are new sites to be found by going further afield, but the time occupied in getting to them and the trouble and expense of chair coolies render them under present conditions practically unavailable. Here the Government might very well step in and afford relief by means of improved road communication. If the proposed road from Plantation Road Station to Magazine Gap were made the latter district would be much more largely used for residence, and if in addition to this the road proposed by General BLACK from Wanchai Gap to Wongneichong Gap were carried out a large number of very eligible building sites would be opened up.

A prejudice against Magazine Gap exists on account of the fever which has prevailed in some of the houses there, but on the other hand houses may be found in the locality which are amongst the healthiest in the colony, and the crest and northern slope of the hill are entirely beyond suspicion. The malaria which seems to haunt some of the other houses is perhaps difficult to account for, but it may be laid down as an axiom that houses in Hongkong which are

shut off by overshadowing hills from the eastern breeze and the morning sun are, other things being equal, less healthy than those in which the contrary condition prevails. Dr. DOBERCK in one of his reports wrote:—"Hongkong is situated within the region of the north-east trade, which further out in the Pacific reigns supreme all the year round, but under the influence of the Asiatic continent an annual variation of the direction of the wind originates. During the winter the direction of the monsoon coincides with that of the trade, and we find . . . that during seven months of the year (from September to March inclusive) the mean direction of the wind is from east or north of east. During the other five months the direction is south of east, but the easterly direction predominates over the westerly except during one month, August, when the direction is south by west." Hence the importance of selecting for dwelling houses sites that are open to the easterly breeze. The question of exposure to the morning sun is probably scarcely less important. Any one looking down from the Peak in the early morning will see parts of the town standing out in a bright and clear atmosphere, while the parts in shadow remain clothed in a thick mist. As the latter are those in which fever is more or less prevalent it is reasonable to suppose that the morning mist may be the cause. There is no difference in the soil that could account for the western district being less healthy than the eastern, and we are therefore driven to seek the explanation in the aspect, which, as we have seen, accounts for the longer or shorter duration of the morning mist. If the same principle be applied to Magazine Gap the unhealthiness of some of the houses there will be completely accounted for. In building either at the Peak or on the lower levels therefore an eastern aspect ought to be sought for.

THE LACE TRADE IN CHINA.

It is generally supposed that fashions of dress change in China only with changes of the dynasty. The craving for novelty exists, however, to some extent amongst the Chinese as amongst other races, a proof of which is to be found in a newly born taste for lace for the trimming of ladies' dresses. This is as yet in its infancy and so little known that the mention of it will probably strike most foreign residents with some surprise. It is, however, referred to in a Foreign Office paper just issued. In January, 1896, the Nottingham Chamber of Commerce addressed Lord SALISBURY stating that they had had under consideration the question of improving and increasing the trade of that town and district with China and requesting that Her Majesty's Consuls and Vice-Consuls might be instructed to obtain particulars of the textile goods supplied or required in their respective districts, more particularly as to lace and hosiery. Replies have been received from Amoy, Canton, Chefoo, Chungking, Foochow, Hankow, Ichang, Ningpo, Seoul, Shanghai, and Tamsui, and have been published. As to lace, most of the Consuls report that its use is unknown amongst the Chinese and that there is no demand for it except amongst the foreign communities. Even Mr. JAMIESON, of Shanghai, does not seem to appreciate the importance of the demand that, according to some of the other Consuls, has set in at that port. "There is little or no demand for lace among Chinese," says Mr. JAMIESON,

"either as curtains or as trimmings of dress. In either form it is quite a novelty in a Chinese household, and though here and there a few purchasers may be found among those that imitate foreign style, the time is far distant when there will be a purely Chinese demand for Nottingham lace." Mr. TRATMAN, of Chungking, who has perhaps a more observant eye for details of ladies' dress, conveys rather a different impression. This gentleman writes as follows:—"The fashion of trimming native female costume with lace, which is so prevalent in Shanghai, has not yet shown itself to any great extent in these far-off regions, but signs are not wanting that a change in this respect may be looked for. Hitherto the import has been so insignificant that it has been thrown into the 'Sundries unenumerated' and statistics are not forthcoming, but this year (1896) a separate heading has been opened for it, and up to date the import has amounted to some 4,500 tael (declared value at Shanghai, say £700.) This, however, will probably represent the import for the whole year, as the article is only brought in in the spring for summer wear. No official note of origin is obtainable here, but I am informed by the native merchants that all the lace imported into Chungking is made in Japan. . . . Almost all the lace imported is made of silk, a small quantity coming in being of cotton. About three-fourths of the total import is black in colour. The average price of silk lace as sold in retail in the shops is 60 'cash' a Chinese foot, which works out to about 1½d. an English foot, some reduction being made on large quantities. Cotton lace fetches half this price. As to the labels, I should judge from their appearance that they are more or less exact reproductions of the wrappers of English manufacturers, the name of the firm being omitted. This is a common practice in Japan." Mr. HOLLAND, of Ichang, also notes the new fashion. "With regard to lace and hosiery," he says, "the former is much used by well-to-do Chinese ladies, though the fashion is quite a new one, dating not more than two or three years back. As with piece goods, the local demand, which is small, is entirely met from Shanghai. The favourite style of lace is black, of about 1 to 2 inches in width, and it must be borne in mind that the question of colour is very important in China. After black, which is a long way first in favour, violet, and perhaps some shades of grey, would be saleable. I need hardly add that the lace used is all cotton lace, silk being beyond the means of all except the few very rich natives, and it is doubtful if even they would buy silk." The information contained in the above extracts is certainly interesting and ought to prove useful to people in the trade, and the Nottingham Chamber of Commerce is to be congratulated on having directed the inquiries of the Consuls into a particular channel concerning a matter on which information was desired. It is not likely that large fortunes will be made out of the lace trade in China, in the near future at all events, but any addition to the existing lines of imports, however small, is to be welcomed.

The *Japan Gazette*, which predicts that foreign residence in Japan will be almost impossible when the new treaties come into force, and, in particular, that foreign newspaper enterprise is doomed, is preparing for the sad prospect by enlarging itself from a four-page to a six-page paper, owing to the encroachment of advertisements on its news columns. We congratulate our contemporary.

GRATUITIES IN THE ARMY.

The sentence passed on Sergeant FRETTER, though it may perhaps be regarded as comparatively mild as military sentences go, is calculated, having regard to all the circumstances of the case, to excite more sympathy for the accused than detestation for his wrong-doing. If the sentence had resolved itself into a simple caution the contrary and more desirable effect might have been produced. As the matter stands the impression will be deepened that the sin consists in being found out, not in the wrong-doing. The facts of the case are simple. Sergeant FRETTER, being in charge of the canteen, took a cumshaw of \$75 from the brewers for tapping the beer and attending to other details ordinarily devolving upon the sellers of the liquor. Under a recent order, which had not previously been made public in the Hongkong garrison or in any way brought to Sergeant Fretter's knowledge, the receiving of gratuities under any conditions is rendered illegal, and under this order the unfortunate Sergeant has been sentenced to reduction in rank. Of the spirit of the order in question every one must approve, but it strikes one as an outrage on justice that a humble sergeant should be made a victim to its letter when it is notorious that its spirit is daily violated in much higher ranks. In commercial life the acceptance of private gratuities by persons in a position of trust is a canker that it seems impossible to eradicate, and in the Navy and Army it is probably as virulent as in commerce, if not more so. The system is abominable and must be reprobated by all honest men, but if it is sincerely desired to reduce the evil it must be grappled with by some more drastic means than the simple "breaking" of a "non-com." When the sentence on Sergeant FRETTER was published yesterday morning General BLACK is said to have made a short speech to the Garrison. It is unfortunate that that short speech should not have been reported, for it might perhaps have enabled the public to understand His Excellency's reasons for confirming a sentence which to most people, we think, must appear unjust. It is quite right that the Canteen Sergeant should be prevented from receiving "tips," but while the system is winked at and allowed to continue it is not quite right that heavy punishment should be awarded a man whose only fault is that he happens to have been found out by a quite phenomenal display of inquisitiveness on the part of a superior officer. Any one who has read the report of the court-martial will probably be of opinion, to use common phrase, that there is more in it than meets the eye.

REVIEW.

The Defence of the Empire. A Selection from the Letters and Speeches of HENRY HOWARD MOLYNBUX, Fourth Earl of CARNAVON. Edited by Lieut.-Col. Sir George S. Clarke, R.E. London: John Murray.

THIS little volume has appeared at a favourable juncture. A generation is growing up that knew nothing of the late Earl of CARNAVON and can have little appreciation of his unwearied labours to induce the British Government to commence a scheme of intelligent defence for the scattered links that form a chain of empire that nearly girdles the world. The noble Earl has gone down to history as the beneficent promoter of federation in Canada, Australia, and the British Colonies of South Africa. His efforts to provide for the effective defence of the coaling stations are less well known. Sir GEORGE CLARKE has, by collecting his speeches and despatches on the subject, shown to whom the coaling stations are indebted

for such fortifications as they now possess. Prior to 1878 there were no forts either here or in the Straits Settlements, Colombo, Aden, or Mauritius. The garrisons of the coaling stations were scarcely sufficient to quell a native riot, much less to offer any resistance to a foreign foe. The war scare of 1878 served, however, to drive home the warnings of military men, and gave the first impetus to the efforts made by Lord Carnarvon, Captain Colomb, and others to induce the Government to undertake a system of defence for the outlying portions of the empire. The noble Earl was a member of the Royal Commission appointed in 1879 for the Defence of the British Possessions and Commerce abroad. That Commission sat for three years and then reported at considerable length on the subject, after going exhaustively into it. Lord Carnarvon did not then sit still. He pegged away at the Government from his seat in the House of Lords, wrote to the London Press, his letters to *The Times* showing a most intimate knowledge of the subject, and he never lost an opportunity of urging his views before representative bodies and before the Government. Mainly to his exertions—by the clear and convincing manner in which he pointed out the dangers of a policy of drift—are the present fortifications of this colony due. When the forts were erected he pressed for their armament; and when that, as first supplied, proved to be of an obsolete type, he insisted upon its being replaced by breech-loading ordnance of the newest make and highest penetrative power. Now did the noble lord fail to dwell upon the importance of providing effective garrisons, and though in this respect he achieved only a qualified success, he did not fail to point out the folly of constructing forts at "these critical points on the great sea roads and then to leave them, without armaments and the requisite troops, to the mercy of our enemies on the outbreak of hostilities."

Lord Carnarvon held a very different opinion to that entertained by our Naval Authorities on the value of Port Hamilton as a strategical post. The successive Admirals reported adversely on the question of its retention as a post that would require a large outlay for fortifications and also, we believe, on account of the limited capacity of its harbour. Lord Carnarvon, however, in a letter to *The Times* on the 13th December, 1886, urged that it was one of the keys of the China Sea, that it was open all the year, that it possesses a magnificent harbour, and is "so naturally defensible that it has been called a Chinese Gibraltar." We are not inclined to agree with this conception of the little island group. Lord Carnarvon had never seen them, and was apparently not aware that they were in Korean and not Chinese waters. Moreover, while situated some distance from the mainland they are entirely non-productive. When he urges, however, that a coaling station north of Hongkong is absolutely necessary for the protection of British commerce, we are at one with him and deplore the neglect of the British Government to again acquire Chusan, a really valuable station, when that necessity has been so conclusively established by experts. Had Great Britain insisted upon that island being restored to her during the China-Japanese War for the protection of British commercial interests in Central China—the Chinese Government being confessedly unable to afford protection either to Shanghai or the Yangtze ports—there would have been no difficulties raised, and the Peking Government would have willingly acquiesced in an arrangement equally advantageous to Chinese as to British trade. That opportunity has passed for the present, however, and the only consolation left is the Treaty with China in which she engages never to cede the island to any other Power but Great Britain.

The good work so earnestly, so fearlessly, and so patriotically inaugurated by Lord Carnarvon will, we trust, be energetically prosecuted by Lord Brassey and others. We should be glad to see a statesman in the Conservative ranks who would also take up the rôle so ably filled by the noble Earl. The coaling stations still require much attention, for though they have forts, guns, and garrisons now, few of either are really equal to the requirements, more especially the latter. The insufficiency of the Hongkong garrison has been several times

officially recognised, and it has within the past seven years been raised at least a hundred per cent. It is, we believe, in contemplation to add another 50 per cent. to its strength, and it is also proposed to construct some new defences on the southern side of the island, hitherto left wholly unprotected. In time, at least we hope so—for wars sometimes break out with startling suddenness—British coaling stations will be placed in a position to repel most attacks unassisted and leave the Navy at liberty to fulfil its primary duty, the protection of British merchant shipping. We lost prodigious sums of money in the last great naval wars from this cause, and though we came out victorious in the end, it was only at vast expense, the burden of which hung heavily for more than a generation on the shoulders of the people. If during the next great war this contingency be in part averted it will be largely due to the out-spoken and reiterated warnings of the late Earl of Carnarvon, who never hesitated to tilt at the official windmill in spite of all discouragements.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held at the Council Chamber on 31st May. Present:—

His EXCELLENCY the Governor, Sir WILLIAM ROBINSON, K.C.M.G.

His EXCELLENCY Major-General BLACK, C.B. (Officer Commanding the Forces.)

Hon. J. H. STEWART LOCKHART (Colonial Secretary).

Hon. W. M. GOODMAN (Attorney-General).

Hon. T. SERCOMBE SMITH (Colonial Treasurer).

Hon. F. H. MAY (Captain Superintendent of Police.)

Hon. R. MURRAY RUMSEY (Harbour Master).

Hon. W. CHATHAM (Acting Director of Public Works).

Hon. C. P. CHATER.

Hon. T. H. WHITEHEAD.

Hon. E. R. BELLIOS, C.M.G.

Hon. HO KAI.

Hon. WEI A YUK.

Mr. J. G. T. BUCKLE (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read and confirmed.

SHIPPING DUES AND SHIPPING

EXPENDITURE.

The COLONIAL SECRETARY—I am instructed by His Excellency the Governor to make the following statement.—Honourable members will remember that not long ago there was laid on the Council table a despatch from the Secretary of State on the subject of light dues. On receipt of that despatch H.E. the Governor at once took steps to have a return drawn up showing the expenditure incurred on account of shipping and the fees levied on shipping in this Colony. The Governor has received a return from the Treasurer, Harbour Master, and Captain Superintendent of Police. From this return His Excellency is satisfied that the question of shipping dues and shipping expenditure cannot be definitely settled until evidence has been taken on the subject. His Excellency therefore thinks that a Commission should be appointed to enquire into the important question of the fees levied upon and the expenditure incurred on account of shipping and has asked the following gentlemen whether they will serve as members of such a Commission:—(1) Sir John Carrington, (2) Hon. T. Sercombe Smith, (3) Hon. Ho Kai, (4) Mr. Herbert Smith, (5) Mr. John Thurburn. His Excellency hopes they will consent to serve.

FINANCE.

On the motion of the COLONIAL SECRETARY, Financial Minute No. 13 was referred to the Finance Committee and the report of the Finance Committee (No. 2) was adopted.

PAPERS.

The COLONIAL SECRETARY laid the following papers on the table:—The report of the Harbour Master for 1896, the report of the Post-Master-General for 1896, and the medical report on the prevalence of bubonic plague in the colony of Hongkong during the years 1895 and 1896.

COST OF THE ADMINISTRATION.

Hon. T. H. WHITEHEAD gave notice of the following question:—In view of Your Excellency having received several applications for an increase of salary from officers in the service of the Government and your proposal to refer these to a Committee for consideration and report, will the Government lay upon the table a statement shewing the total cost of or expenditure on the administration of the Government, including pensions, exchange compensation, and all other allowances, during the years 1895 and 1896 separately?

THE LATRINE ORDINANCE.

The ATTORNEY-GENERAL—I have the honour to move the second reading of the Bill entitled an Ordinance to enable the Government to provide suitable latrine accommodation for the public. The objects and reasons are as follows:—The circumstances of this colony are somewhat exceptional and, in certain localities, public latrines are absolutely necessary, and are especially required for the use of the male inhabitants of the neighbouring houses. Experience has shown that the number of public latrines is at present insufficient to satisfactorily meet such requirements, and the object of this Bill is to facilitate the erection by the Government of public latrines upon such sites as are unobjectionable or may be approved by the Legislative Council after consideration of any objections. The Government public latrines at present existing, as well as those which may be erected under this Ordinance, are placed by it under the control and management of the Sanitary Board and it will be the duty of the Board to see that such latrines are conducted with a due regard to sanitary requirements. In these circumstances it is thought right, in the interests of the community, to protect such latrines from the possibility of being made the subject of expensive litigation at the cost of the public, it being considered that the approval by the Legislative Council of a site previously selected by the Sanitary Board provides a satisfactory guarantee that as fitting a site as practicable has been chosen. At the present time there is nothing to prevent the erection of public latrines with the previous sanction of the Sanitary Board under Ordinance 11 of 1891, but those who erect them may afterwards find themselves taken into court to fight an expensive suit for an injunction. It is proposed by this Ordinance in the case of Government latrines which are provided on land belonging to the Crown for the good of the public to grant them protection in cases where certain formalities are complied with. These formalities include three publications in the *Gazette* in English and Chinese of the proposal to erect. If no objection is made protection is granted. If objection is made, unless it is withdrawn, no protection is granted unless after consideration of the objection a resolution of the Legislative Council is passed approving of the site and erection of the latrine. I do not think it likely that in face of any reasonable objection the Legislative Council would be asked to pass such a resolution, and in any case such resolution could not be moved until after the objection had been considered. It seems to me this course will afford sufficient protection. Unless some protection is given the supply of accommodation may be at any time rendered unequal to the demand by a house owner and, say, a coolie occupier coming forward and declaring they find the latrine interferes with their comfort and is a nuisance. Whether this was done out of spite or without sufficient reason the Sanitary Board might have to fight an action and they have no public funds at their disposal to fight such suits. To ensure that all care is taken to prevent such latrines becoming a nuisance they are placed under the control and management of the Sanitary Board and all the by-laws to ensure their proper maintenance are made applicable to them. I hope there will be no objection to the passing of the Ordinance.

The COLONIAL SECRETARY seconded.

Bill read the second time.

Council went into Committee on the Bill, which passed through all its stages.

THE PROTECTION OF WOMEN AND GIRLS.

The ATTORNEY-GENERAL—The next item in the Orders of the Day is the third reading of the Bill entitled an Ordinance to consolidate

and amend the laws relating to the protection of women and girls. It will be within the recollection of hon. members that when this Bill was in Committee I said that in regard to the third sub-section of section 3 I might have to add a proviso. I have since carefully considered the matter and have shown the proviso to the learned member Dr. Ho Kai, who agrees with it. I therefore ask that the Council resolve itself once again into Committee to consider the clauses 2 and 3.

The COLONIAL SECRETARY seconded.

Council went into Committee on the Bill.

After a slight alteration had been made in clause 2 the ATTORNEY-GENERAL said—The difficulty in sub-Section 3 of clause 3 is that knowledge had to be proved. A girl is sold and then brought to Hongkong and taken to a brothel for purposes of prostitution. If the person who brought her down knows she was sold, it is an offence. It is extremely difficult to prove what a man knows, and the latest scheme is as follows:—A buys a girl and sends her to a brothel in Hongkong. If he brought her here the case would be plain, but he hands her over to B at the steamer. B is really the confederate or why should he bring a girl of whom he knows nothing to Hongkong to be put in a brothel? If after B sends the girl to the brothel he is arrested, he says, "You must prove I knew she was sold." This the prosecution cannot do directly and in such case it seems fair the burthen should lie on the accused to show he did not know of the sale.

A proviso was then added to the effect that knowledge on the part of the prisoner shall be presumed unless he satisfies the jury or magistrate that he had not such knowledge.

Council resumed and the Bill passed through all its stages.

ADJOURNMENT.

His Excellency—Gentlemen, there will be a meeting of the Finance Committee now and I propose to adjourn the meeting of the Council until after the Jubilee. (Applause.)

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held. Hon. J. H. Stewart Lockhart (Colonial Secretary) presided and all the members were present.

MINUTES.

The minutes of the last meeting were read and confirmed.

THE PUBLIC LIBRARY.

The COLONIAL SECRETARY—The only minute before the Finance Committee this afternoon is one in which the Governor recommends the Council to vote a sum of \$750 in aid of the Hongkong Public Library. No doubt hon. members have, within the last few days, seen in the public Press of the colony the report with regard to the Hongkong Public Library and from that report it is evident that this Library, which is intended to fulfil a public purpose, is in want of funds, and His Excellency the Governor is of opinion that the Government might well vote as a contribution to the Library the sum of \$750. He trusts that this vote will receive the approval of this Committee.

Vote recommended.

ADJOURNMENT.

The Committee then adjourned.

SUPREME COURT.

28th May.

CRIMINAL SESSIONS.

BEFORE SIR JOHN CARRINGTON.
(CHIEF JUSTICE.)

THE ARSON CASE: VERDICT OF GUILTY.

The trial was resumed of Wong Lin Kang, who was charged with wilfully setting fire to 99, Jervois Street, there being persons therein at the time.

Hon. W. M. Goodman (Attorney-General) prosecuted, being instructed by Mr. H. L. Dennys (Crown Solicitor), and Mr. E. Robinson (instructed by Mr. V. H. Deacon) defended.

At the conclusion of the evidence Mr. Robinson contended that there was no case whatever against the prisoner. He had no interest in the place and therefore could have no motive for setting fire to it. There was a suggestion

by the prosecution that the master had asked the prisoner and his brother to set fire to the place. There was no evidence of that, but counsel asked what would be the natural answer of an employé who was asked by his master to set fire to premises. Would it not be "No, I will have nothing to do with it"? It was true that something was supposed to have been written by the master, but the document was not admissible in evidence, and if it had been counsel would have closely cross-examined the translator of it. But that could pass. There was not a tittle of evidence to show that any bribe was offered to the prisoner, much less accepted by him. If he was guilty of course he knew all about the tin of kerosine and the soaked pieces of paper, and Chinese territory was not very far away. He was at large several hours, but did he try to get away? No, he was found in his mother's house. What connection was there between the tin of kerosine and the prisoner? If the Jury applied the principles that ought to be applied in cases of circumstantial evidence they would find there was no case at all against the prisoner. Undoubtedly there was suspicion, but a perfectly innocent man might lie under suspicion. The tins were put there by somebody. Counsel was not there to talk nonsense to the jury, but the question was, did the evidence lead them to the conclusion that the prisoner and no one else put them there? The Crown said that he did, while others were sleeping. Was it not just as likely that others did it while he was sleeping. The whole of the men in the shop were charged and discharged and Counsel contended that there was no more evidence against the prisoner than there was against the men who were discharged. Counsel also commented upon the fact that the prisoner was not charged with the murder of the three men who were suffocated in the premises. Could the jury conscientiously return a verdict of guilty against the prisoner on a charge of murder? If they could not they equally could not find him guilty of arson.

The Attorney-General then replied and with regard to his having mentioned the letter to the jury which was eventually not admitted as evidence said it was usual to open to the jury all the facts which the Counsel for the prosecution expects to be able to lay before them by the evidence he intends to call. No doubt if he had reason, on the facts before him when he opened the case, to believe certain evidence was inadmissible he would usually not open that evidence in detail. With regard to the letter which was excluded, there was no reason for him to doubt its admissibility when he opened the case. Indeed, except for the statement of the prisoner's paramour yesterday that she may have had some of the prisoner's brother's clothes sent to her to wash, the letter would have been admitted by the Chief Justice, because, apart from that statement, the letter must have been taken to have been in the prisoner's possession prior to the fire. The woman said the letters in the box in the prisoner's room were put there by her either from the pockets of the clothes or from the floor or from the latch in the room. It was not till one document had been admitted that she stated she might have washed the prisoner's brother's clothes as well as the prisoner's. In that state of affairs the Chief Justice held that it was just possible the letter might have come from the prisoner's brother's clothes and so it was possible he (the prisoner) might not have read it or had it in his possession. On that ground he excluded the letter from evidence, but that ground was not before him (the Attorney-General) when he opened the case. The counsel for the prosecution opens the facts he expects to be able to prove and in most cases some of those facts are disproved or explained away by the counsel for the defence. In this case, the letter having been finally excluded, the Attorney-General asked the jury to dismiss it from their minds and try the case upon the evidence and the evidence alone. It is quite usual to ask the jury to exclude from their mind anything they may have heard or seen in the papers. This letter was admitted at the Magistracy and was appended to the depositions and may have found its way into the newspapers, but the jury would try the case and come to their conclusion upon the evidence admitted in the case and upon that evidence alone, discarding all other matters.

The Attorney-General then dealt with the facts of the case in detail and pointed out that the evidence was quite conclusive that the shop had been set on fire wilfully. The only question left was whether it was satisfactorily proved that the prisoner was the man who did it or was a party to the fire being communicated to the premises either as principal or accessory before the fact. He submitted the fact of the tins of kerosine being placed in such incriminating positions in the room in which the prisoner slept pointed almost conclusively to the prisoner's guilt, and after discussing Mr. Robinson's theories of possible other origin to the fire he submitted the prisoner's participation in the arson was shown beyond all reasonable doubt.

His Lordship, in summing up, drew attention to the fact that not one of the men in the shop was hurt in any way. It was for the jury to say whether that fact had any bearing on the men's knowledge of the fire and their getting away before the fire burst out in great violence. There could be no doubt that the fire originated on the ground floor and that it was the result of the criminal action of someone. The question for the jury to decide was whether the prisoner set the place on fire, and they would have to consider whether the evidence pointed to the fact, not necessarily that he actually applied the light, but that he knew of the intention beforehand or gave any instructions in respect of the fire. After dealing with the preparations made for the fire his Lordship said the jury would have to say whether those preparations were made by anyone else than the prisoner. One important point was that a tin of kerosine oil in a wooden box was put in the accountant's room, where the prisoner slept, while some workmen were engaged in the shop. After the fire a puncture was found in the tin, so that the puncture must have been made in the accountant's room. Was it probable that all these preparations were made by other men who set fire to the place and got clear away without anyone on the ground floor becoming aware of their presence? In regard to the motive, the evidence on that point was certainly not very strong. There was the fact that the business was apparently not very flourishing at the time and of the insurance having been effected for \$4,000, \$3,000 of it being renewed as recently as three weeks before the fire, but there was no evidence of conspiracy between the master, the accountant, and the prisoner, and was it likely that he would set fire to the premises with a view to getting the insurance money? It was not brought home to him that he actually knew of the insurance at all and it would not be right to assume that he knew anything about it; so there was practically no evidence of any motive. But the jury had to bear in mind that it was not for the Crown to establish a motive. The jury had solely to consider whether the fire could have been started without the prisoner having any participation in it and without his having any knowledge of it.

The jury were absent from court only four minutes. They unanimously returned a verdict of guilty.

His Lordship—Wong Lin Kang, you have been found guilty of the offence with which you were charged, and I think nobody who has heard the evidence given in court can doubt that the jury have come to the right conclusion. You may have been used as a tool in this matters by your master or accountant; of that I know nothing. Your wickedness is not lessened by that even if it is so. You went and deliberately set fire to this place at night and caused the death of three men, and you might have caused a very great loss of property. Now, of course you have not been tried for the deaths of those men and therefore the sentence has no relation to them; but if you have any conscience I hope you will always remember how you sent those three men to their deaths. These offences must be stopped; when they are proved they must be severely punished. The sentence of the court upon you is that you be imprisoned for fifteen years with hard labour.

Mr. Willison, of Willison's Circus, has handed to the Diamond Jubilee Fund at Shanghai the sum of \$200 as its share of the proceeds of a benefit performance at the Circus.

THE MOUNT AUSTIN HOTEL SOLD.

TO BE TURNED INTO BARRACKS.

The military authorities have purchased Mount Austin Hotel for £30,000. The news will create no surprise in the colony. For some months negotiations have been going on between the War Office and Messrs. J. D. Humphreys and Son, the owners, concerning the sale of the property, and we believe the difference in the views of the parties as to the price was only £2,000. The War Office offered £28,000 for the site and buildings, but the owners resolutely declined to make any reduction in their figure and eventually the War Office gave way. The price appears to be by no means excessive, as Mount Austin Hotel occupies the finest site at the Peak and will always be worth the money paid for it. The purpose for which the military authorities have bought the hotel is for garrison barracks, the intention being to provide accommodation for four hundred men, so that by a system of relays the whole of the British soldiers on the station will be able to recruit their health at the Peak for three or four months each year. That such a change is necessary for the benefit of the men cannot be questioned, for the barracks in Queen's Road, well appointed as they are, are not conducive to the permanent good-health of the soldiers, and it is of the first importance that a healthy garrison should be maintained at any cost. The exact date when the military authorities will take possession of the hotel has not yet been determined, but it will probably be in October. It would be rather hard on the fifty or sixty visitors in residence at the hotel to ask them to clear out in September, the contract date of the transfer, and we believe that Major-General Black will kindly give his consent not to take over the building until the end of October. For the first few months the hotel will be used as a hospital and barracks, but as soon as the new military hospital to be erected above Bowen Road is completed the whole of the hotel will be devoted to the purposes of barracks. There is plenty of ground for the men to drill upon and the whole place is most admirably suited for the requirements. We must congratulate the military authorities upon the acquisition of this fine building and Messrs. J. D. Humphreys and Son upon their latest good stroke of business. Each side has made an excellent bargain.

It may be mentioned that some thirty-five years ago a military sanatorium existed on or near the site that has now been acquired by the War Office. Dr. Eitel in his History of Hongkong says:—

"The long talked-of scheme of a medical sanatorium, to be established on Victoria Peak, was at last carried out, but did not receive a fair trial. At the recommendation of the principal medical officer of the station, the Military Authorities opened, in spring 1862, a well-built sanatorium on the plateau below the flag-staff and filled it with patients (of an unsuitable class). But, before the close of the year, the military doctors condemned the scheme as a manifest failure, on the ground that nearly every case sent up had been attacked with diarrhoea of an intractable nature and that all medical cases had been aggravated rather than improved. The fate which had pursued the Island as a whole, and the Kowloon Peninsula in particular, asserted its power also as to the first settlements on the Peak: the first occupation produced disease, and patience and discretion were required to overcome the difficulty. It took years before Peak residence, strongly advocated by Mr. Granville Sharp, who took a lease of the deserted sanatorium, rose into favour."

At the meeting of the Austin Arms Hotel and Building Co., Limited, at which the resolution for voluntary liquidation was confirmed, the Chairman, Mr. J. D. Humphreys, said:—

"We obtained concession after concession from the Government in respect to extensions of the lot, as we found that in cutting down the Mount Austin our filling made a valuable frontage which we obtained by improving the roadway. The half of the Mount Austin itself was reserved for War Department purposes, and this we were fortunate enough to obtain from the Government under the sanction of the Military Authorities, I suppose because one

half of it was no use to them without the other. I assume that when this half part reserved for the War Department was so reserved it was because it commanded the Harbour and the City of Victoria; the other half which had been already alienated by the Civil Government the War Department could not secure, except by private purchase. This other half commands the south side of the Island, which includes the oldest watershed of the Colony, the entire lot extending, as it does, from the Gap (with the exception of land still in the possession of the Civil Government upon which the Police Station stands) to Umbrella Seat, which is without exception the most commanding military position in the Island, being central and the point at which some of the most important Peak Roads converge. I do not suppose for a moment that the War Department would have parted with its rights if it could have foreseen what could have been made of it. As this property may shortly, at the instance of any one of our debenture holders, be put up to public auction, they may perhaps think it an opportune moment for securing the most magnificent site in the Island either for a Sanatorium or for Barracks, and as a basis of operations for the defence of both sides of the Island. I should be sorry for the residents of the colony, for if the Mount Austin Hotel is to pass away from them for any other purpose than it was originally intended for, namely, a health resort," etc., etc.

The property stood in the books of the Austin Arms Hotel and Building Co., Limited, on the 31st December, 1892, at \$246,851, exclusive of furniture, and it was mortgaged for \$180,000. When the Company was liquidated in 1894 the property, exclusive of furniture, was purchased by Mr. J. D. Humphreys for \$130,050. That gentleman has since spent upon it about \$100,000 in the erection of a new wing and ball room.

We hear that the military authorities have it in contemplation to secure all the privately owned land on Victoria Peak and that some owners have already been approached with a view to arranging terms.

The sanatorium at Magazine Gap will probably be abandoned, as unfortunately the site has not proved healthy.

PARACHUTE ACCIDENT.

MR. SPENCER INJURED.

On the 30th May a very large crowd of spectators assembled at Bay View to witness a balloon ascent and a parachute descent by Mr. Stanley Spencer. Unfortunately the event was attended by a somewhat alarming accident to the parachutist, but luckily his injuries are not so serious as was at first feared, a fracture of the bone just above the left ankle being the extent of the injuries. The balloon was inflated in a very short time and about 6.15 everything was in readiness for the ascent. Mr. Spencer placed himself in the iron ring of the parachute and at the word "go" the balloon was released and it rapidly rose into the air. It had not gone very far, however, when it suddenly collapsed and Mr. Spencer, to the horror of the numerous spectators, dropped at a tremendous rate through space, his parachute being all the time fixed to the balloon. The parachute slightly opened, but unfortunately the distance to the ground was not sufficient to permit of thorough inflation, the consequence being that the aeronaut dropped heavily on a hill to the east of the recently erected kerosene tanks. The fears of the crowd were that Mr. Spencer was killed, and it is probable that he would have been as he not retained his presence of mind and kept himself in a perpendicular position. As soon as the accident happened about a dozen spectators hastened to render assistance, but it was a matter of considerable difficulty to reach the spot where Mr. Spencer had fallen. First of all a high gate had to be climbed, then a wall and afterwards a precipitous hill had to be negotiated. But very few minutes elapsed before Mr. Spencer was reached and it was then found that the bone immediately above the left ankle was broken. A member of the Hongkong Volunteer Corps, who recently passed the ambulance examination held by Surgeon-Colonel Evatt, at

once proceeded to render first aid and with a couple of sticks and a number of handkerchiefs temporarily put the leg in splints and the injured man was then conveyed to the road on a long chair which was luckily found near at hand. The work of transferring Mr. Spencer from the spot where he fell was by no means an easy one and the greatest care had to be exercised by the willing hands, among whom were some Jack Tars who gave most valuable assistance, in descending the steep and thickly wooded hill. Eventually the task was accomplished and it fortunately happened that on reaching the road Dr. Stedman was seen in a launch. The doctor was hailed and he at once went to the Bay View Hotel, where Mr. Spencer was carried, temporarily re-dressed the limb with flat narrow boards and towels, made the patient very comfortable, and then saw him on board a launch, on which he was taken en route for the Government Civil Hospital, where he was detained. The accident was a most regrettable one and general sympathy was expressed for Mr. Spencer. Had he been another fifty feet higher when the balloon burst it is most probable he would have escaped injury, as the parachute would have properly acted.

SERIOUS ACCIDENT TO DR. NOBLE.

On Wednesday afternoon, 26th May, Dr. Noble met with a serious accident while driving along Shauiwan Road from Quarry Bay. He was in company with Mr. Bowers, his assistant, at the time and was in a dog cart which was drawn by an Australian horse. Just after leaving Quarry Bay the horse stumbled and fell and badly scraped his knees. Dr. Noble was driving and he continued to tightly hold the reins, the result being that he was thrown violently on to the ground, his face striking the earth first. Dr. Noble sustained a very ugly wound on the nose, which was split open, and also a cut over the left eye. The wounds bled freely but the doctor was able to get into his dog cart again with the intention of getting back to town with all possible speed. This was rather a risky proceeding, as the horse, with its broken knees might have stumbled again at any moment; but it was the only thing to be done under the circumstances. Fortunately, however, Mr. Hart Buck, who was also driving along the road, met Dr. Noble and at once brought him back to town. Dr. Noble's horse and dog cart being left in charge of Mr. Bowers, who was happily unhurt, and the mafao. Dr. Noble was taken to his office and then Mr. Hart Buck went to get medical assistance. Very fortunately he met Dr. Atkinson just outside the office and that gentleman had Dr. Noble conveyed to the Government Civil Hospital, where his nose was stitched and dressed and he was then conveyed to his home. Dr. Stedman is now attending the patient and we are pleased to learn that, notwithstanding the nasty injuries, he is able to get about the house, although it will probably be some days before he goes to his office.

VICTORIA RECREATION CLUB.

The annual meeting of the members of the Victoria Recreation Club was held on 28th May. Commander W. C. H. Hastings presided and said that during the past year the membership had increased by 25. Severe loss was sustained by the typhoon, the boathouse being destroyed last July. It would be inadvisable to make any large outlay till the question of the future site of the club was definitely settled. Twenty-one plans had been put up which it was hoped would be sufficient till the long-looked for site was granted and the permanent building materialized. Thanks to the naval authorities the prospects of continuing to occupy permanently the present site were distinctly good. (Applause.) He was not at liberty to say more just now, but the Committee had been in communication with both His Excellency the Governor and the Commodore, from both of whom every consideration had been received. This question of site, as they all knew by His Excellency the Governor's last speech in the club, was one that the

President takes a great interest in and therefore it could be safely left in his hands. (Applause.) Both the gymnasium and boat house sub-Committees complain of lack of interest in their respective departments. This was unfortunate for there were most complete paraphernalia and a most excellent instructor in the gymnasium and the boat house sub-Committee had been careful to keep the boats in good order and to replace old ones. This lack of interest resulted in the regatta last December being not so great a success as usual as far as rowing was concerned, neither the form nor the number of entries in the events being up to the standard of former years. On the other hand increased interest had been taken in the sailing matches, and as a consequence the entries were largely increased and the boats altogether better. The athletic sports in March at Happy Valley were a great success; the records of previous years having been beaten in all the events but the mile race and throwing the cricket ball. Returning to the question of the new site the Chairman said that if they were enabled to retain the present one the alterations to the sea front wall would necessitate the building of a new club and bath house, which, the Committee were informed, would cost \$40,000. Since Mr. Sanders had to give up the secretaryship Mr. W. Armstrong, Mr. A. Denison, and Mr. R. F. Lammert had each acted as secretary, and Mr. T. H. Reid had now consented to take up the duties.

The report and accounts were, on the motion of Mr. Reid, adopted.

An alteration in Rule 12, whereby the annual subscription shall be payable prior to March 31st, was then made.

Commander Hastings was re-elected as Chairman, and Mr. W. H. Potts and Mr. T. H. Reid were appointed hon. treasurer and hon. secretary respectively.

The following Committee was appointed—Messrs M. A. A. Souza, R. K. Leigh, W. Armstrong, A. Denison, E. Bischoff, W. Machell, G. A. Caldwell, and C. H. Thompson.

Mr. MOLLISON suggested that a launch should be provided say three times a week to take bathers off Stonecutter's Island. When the tide was low bathing at the club was most unpleasant and he thought the provision of a launch about three times a week would prove a popular innovation.

The CHAIRMAN announced that the matter would be dealt with by the Committee.

The meeting concluded with a vote of thanks to the Chairman.

THE ADDRESS TO HER MAJESTY.

Representatives of the Press have had an opportunity of inspecting the Hongkong address of congratulation which is to be presented to Her Majesty the Queen. The wording of the address, which is in the custody of Mr. N. J. Ede, is known to the public, and it is the artistic part that we are now concerned with. The design is by Mr. J. B. Coughtrie, who supervised every detail of its execution, and great thanks are due to him for the valuable assistance he gave in the work. The address is printed on creamy Japanese vellum covered with a ground of very pale gold. The ornamentations and enrichments, as well as the border, are in deep gold, and it is questionable whether anything so artistic in typography has ever been seen in the colony. This branch of the work was executed by Messrs. Kelly and Walsh, who certainly carried out their commission in a manner worthy of the occasion. The address is contained in an album, or cover, of richly carved blackwood, the size being 11 by 15 inches. An oblong central panel and four circular corner panels, each containing Chinese characters of pure gold expressive of the good wishes of Her Majesty's subjects in this colony, form a very striking and artistic relief to the design. The characters in the central panel mean "May the Queen live for ever," whilst the corner characters respectively mean "Longevity," "Prosperity," "Peace," "Health," words which could not have been more appropriate. The panels are delicately incised with a fine diaper ground, which serves to set off the plain gold of the characters and to enrich the general

effect. The lower margin is filled with a design of Imperial Dragons struggling through clouds to get at the sun, whilst the upper portion is occupied by an equally auspicious emblem, the conventional bat, all these being in harmony with the sentiment of the occasion. A neat bevelled border surrounds the whole.

The album rests in a nest of puffed gold-coloured silk, and the whole appearance is most characteristic and unique. The lining of the cover is of rich scarlet and gold brocade. The opening page is inscribed in large characters—"To the Queen's Most Excellent Majesty," and then follows the address. The work in the album was executed by Messrs. Lock Hing, who are to be heartily congratulated upon the excellence of their production. It has been decided, we understand, to hand a copy of the address, together with all the signatories, to His Excellency the Governor for presentation to the City Hall Museum. This is a capital idea and one which is sure to meet with the unanimous approval of the public.

HONGKONG BRANCH OF THE LONDON COLLEGE OF MUSIC.

PRESENTATION OF CERTIFICATES.

On 31st May His Excellency the Governor, Sir William Robinson, presented the certificates gained by local candidates in the recent examination held by the Hongkong Branch of the London College of Music. The presentation took place at the City Hall, amongst those present being—Sir John Carrington, Hon. W. M. Goodman, Hon. E. R. Belilios, Captain Phillips, A.D.C., Rev. R. F. Cobbold, Messrs. D. R. Crawford, W. G. Humphreys, A. G. Ward, G. Grimble, G. P. Lammert, G. L. Duncan, G. Piercy, jun., and E. Ralphs (Local Secretary).

The proceedings were opened by Mr. E. Danenberg, who played Chopin's Polonaise in A flat, and his performance gave much pleasure.

Mr. Ralphs read the following report of the Branch:—

As this is the first report of the local branch of the London College of Music, it will not be out of place to give a brief history of the College and its work here.

The London College of Music was founded in 1857 with the object of providing increased opportunities for the study of music, holding examinations, and awarding diplomas and certificates to successful candidates.

The teaching department of the College compares favourably with that of any other musical institution in London or elsewhere. Facilities are offered to all students for the attainment of a high-class musical education at a moderate cost, and upon a system based upon the requirements of the examinations held by all the Musical Colleges. There is a staff of 70 professors, and lessons are given not only during the day, but in the evenings also.

In the Examination Department, a really gigantic work is being carried on. Last year the number of candidates awarded certificates was nearly 7,000. The examinations were held in all parts of the British Isles, and also in India, South Africa, New Zealand, Australia, Canada, and the West Indies.

The examiners, among whom are Dr. Sangster, Dr. Karn, Dr. Allison, Dr. Spark, and Mr. Caldicott, are gentlemen of the highest repute in the musical world, and their functions are carried out with the utmost care and the strictest impartiality.

It was only last year that a Branch of the College was established in Hongkong. It was at first proposed to hold here the examinations in theory only, but eventually local examiners were appointed, so that candidates can now be examined not only in theory, but in almost any branch of practical music.

The gentlemen who constitute the Local Board of Examiners are: (1) For Pianoforte playing, Messrs G. Grimble, G. Lammert, and A. Ward. (2) For Singing, Messrs Cattaneo, Schwencke, and Ward. (3) For Violin, Mr. H. Goffe. (4) For Flute, Commander Grafton.

The first examination of the College, and the first musical examination, I believe, ever held in the colony, took place in January last.

20 candidates actually presented themselves, and several others sent in their names, but were unable, from various causes, to attend. Of

these 20 candidates, 18 entered for pianoforte playing, 1 for singing, and 6 for theory.

The results were as follows: In pianoforte playing 12 candidates passed, 1 failed; in singing, 1 candidate passed, no failures; in theory 4 candidates passed, 2 failed.

In the Theory Section, Miss L. Crawford was successful in obtaining the diploma of Associate in Music.

The theory papers were marked at the College, and the examiners report that the work gave evidence of careful preparation on the part of the candidates.

The local examiners' report treats of the performance of the candidates in practical music, and is as follows:—

13 candidates presented themselves for examination in pianoforte playing, of which one entered for the Advanced Senior, 1 for the Senior, 2 for the Intermediate, and 9 for the Elementary Sections. All were successful except the candidate who entered for the Senior Section.

The selected pieces, for the most part, showed evident signs of careful preparation, and, generally, were very accurately played. Mr. Danenberg's performance of his two difficult pieces calling for special mention.

The Scale and Arpeggio playing, too, was on the whole, very creditable, though it would be well for young performers to remember that pace is not everything, and that the cultivation of a firm and crisp touch is far more important than mere speed. There is a Scale and Arpeggio Manual of Walter Macfarren's which contains at the beginning some valuable hints on scale practising, one of which young, and sometimes, we fear, even older players would do well to keep in mind. It is:—

"Quick practice is leaden,
Slow practice is golden."

The Reading at Sight (confined to the more advanced Sections) was, we regret to say, in almost every case, deplorably weak. We cannot impress too strongly on students the importance of this branch of pianoforte playing, and we wish instructors would devote more time and care to the teaching of it; for, though the reading of music at sight is, more or less, a gift, still, a great degree of proficiency may, with the aid of a painstaking and conscientious teacher, be attained by the persevering student. The answers to the questions on the rudiments and theory of music, too, were, on the whole, rather disappointing, though several of the candidates showed a very fair knowledge of their subject and gave their answers quickly and clearly. Here again, teachers are often inclined to trust too much to their pupil "picking up" the meaning of musical signs and terms, whereas experience shows that only too often beginners have an eye for nothing but the actual notes of the piece that they happen to be playing.

Taken as a whole, however, the results of the examinations are distinctly encouraging, and we trust that the success of the candidates on this occasion may stimulate them to further efforts in the future.

Signed { G. GRIMBLE
G. P. HAMMERT
A. G. WARD Examiners.

I am directed to convey the thanks of the Council to the examiners for the very efficient manner in which they conducted the examinations, and also to the authorities of the City Hall for allowing us, on several occasions, the use of this building.

His Excellency—I have been asked this afternoon to present the certificates which have been awarded by the London College of Music to the successful candidates from our little colony of Hongkong, and I have very great pleasure in doing so. Until I had come this afternoon, I had no idea Mr. Ralphs was to read the reports which he has just read to you, and he therefore has, unwittingly, taken the wind out of my sails. But even though I repeat what he has said I think I cannot do better than call your attention, in order that it may be impressed more fully upon your minds, to the fact that this little start has been made in the little colony of Hongkong in musical education. As Mr. Ralphs has said, last year Hongkong was made a "Musical Centre," and the colony was affiliated, as it were, to the Educational Department of the London College of

Music. Now there are very few persons here, perhaps, who knew, until Mr. Ralphs read his report, what this London College of Music is. I will tell you, even at the risk of repeating what he has said. The Educational Department of the London College of Music provides a complete musical education for students of all ages—from the most elementary to the most advanced stage—in vocal and instrumental music, and theoretical knowledge and composition. Simultaneously with technique and practical work on an instrument, a certain amount of theoretical knowledge is also imparted, and pupils are thus taught to understand what they play and are interested in their work. Now these lines are followed, I understand, in Hongkong, and, as Mr. Ralphs has pointed out, we are very fortunate in having amongst us such able musicians, such accomplished musicians as Mr. Grimble, Mr. Ward, Mr. Lammert, and Signor Cattaneo. Under their guidance, and with the assistance of Mr. Ralphs, the Local Representative, to whom the colony and the College of Music are much indebted, energetic measures have been made in the spread of music. (Applause). Mr. Ralphs has already stated that twenty candidates presented themselves for examination, and it is most gratifying to state that no less than seventeen certificates have been awarded. In the theory of music 6 candidates came forward and 4 passed; in practical music, pianoforte and singing, 14 candidates entered and 13 passed. I think it must be gratifying to the community of Hongkong to know there are so many rising musicians amongst us. It is not necessary for me to say anything in favour of a musical education. We all know that "music hath charms to soothe the savage breast," and that—"The man that hath no music in himself, Nor is not mov'd with concord of sweet sounds, Is fit for treasons, stratagems, and spoils; The motions of his spirit are dull as night, Let no such man be trusted."

And this applies to ladies as well as gentlemen. We all know that musical knowledge is one of the most charming and delightful of accomplishments. We all recollect that one of our great modern writers, Sir Edwin Arnold, said that "Music is the handmaid of Religion," and properly exercised its influence can only be felt for good. I can only hope in distributing these certificates, which I have great pleasure in doing, that musical education under the aegis of the London College of Music may make as wonderful strides in this colony as it has done elsewhere. (Applause).

His Excellency then distributed the certificates.

Hon. E. R. Belilios proposed a vote of thanks to the Governor for so kindly presenting the prizes.

The thanks were returned by means of three vigorous cheers for His Excellency.

His Excellency then announced that Mr. Grimble was down for a speech.

Mr. Grimble said he was really down to second the vote of thanks. He was sure everyone would consider it a great honour to have Sir William Robinson there to present the prizes. There would be another examination in November and they hoped to have His Excellency present at the next distribution of prizes.

Mr. Grimble then played a lullaby at the request of the Governor and the proceedings concluded with the playing of "God Save the Queen."

THE SENTENCE ON SERGEANT FRETTER.

COMMENTS BY MAJOR-GENERAL BLACK.

The decision of the court-martial which tried Sergeant Fretter was, to the non-military mind at any rate, quite a curious one. It will be remembered that there were two charges against the prisoner. The first was for taking a fee in respect of merchandise brought into a barrack in which prisoner had authority, and the second was for conduct to the prejudice of good order and military discipline. The prisoner admitted having received \$75.50 from the brewers' agents, so that practically he pleaded guilty to the first charge, his defence being that he was ignorant of the regulations and had been doing what was a recognised custom amongst canteen managers. In face of these facts it is most

singular that the Court found him not guilty of the first charge and guilty of the second. This decision will appear to most people to be somewhat of an Irishism. One naturally asks, if the prisoner was not guilty of the first charge, how could he be guilty of the second? Of course there may be some hidden explanation for this strange verdict.

As regards the sentence on the prisoner, many officers are of opinion that it was totally inadequate, and this view is the one taken by His Excellency Major-General Black. In the garrison orders containing the decision of the Court His Excellency penned the following remarks:—"I consider that the sentence is too light for the offence, which means much more than a mere breach of canteen regulation. I quite believe that the prisoner would not touch a penny of soldiers' money entrusted to him and that he is honest in all ordinary transactions, and it may be, as stated herein, that he accepted this money for his own use in his belief that he was acting in accordance with the usage of some other canteen managers; but no amount of usage can alter the fact that what is lightly described as 'pumshaw' is really akin to the awkward English word 'bribe,' paid, moreover, not out of the pockets of the generous giver, but out of the enhanced price paid by his comrades for the beer which they drank in the canteen. This involuntary contribution the Commander-in-Chief is determined shall cease and any levy of it in future must be rigorously dealt with.—W. BLACK, Major-General, 27th May."

We have gathered privately more of the exact position of canteen managers than transpired at the trial of Sergeant Fretter. It seems that the canteen manager receives 3s. 6d. a day beyond his ordinary pay for tapping and looking after the beer and in addition he legitimately makes a certain sum in the way of allowances for waste, so that the position is a very remunerative one and is eagerly sought for. Beyond these extras Sergeant Fretter received, roughly speaking, £7 10s. a month, not a year as was, we think, generally supposed, from the brewers themselves. It will thus be seen that he was making "a small fortune." It must also be understood that the "cumshaw," or "bribe," came indirectly out of the pockets of the soldiers themselves, as the canteen manager's allowance was naturally tacked on to the cost of the beer, thus increasing the price of the liquor. At the present time beer is being bought about \$12 a hogshead cheaper as a consequence of the "tip" to the canteen manager being abolished, and that is a very important consideration to the men. We think on all hands it will be admitted that bribing or tipping in any shape or form is a most pernicious and dangerous custom and no doubt all reasonable men in the garrison welcome the new regulations on the point, but in regard to Sergeant Fretter we cannot agree that his punishment was too light. He may have been making "a small fortune," but that he knew that the custom under which he received the money and under which other allowances besides those received by the sergeant were made, was illegal, was certainly not proved, and therefore most people outside military circles look upon his reduction to the rank of corporal as rather a stiff sentence. What strikes us as one of the most strange facts in connection with the case is why brewers should think it necessary to pay a canteen manager when he has absolutely no control in the giving of the orders and in fact has nothing to do with the brewers except to tap their beer, and for this work he is specially paid by the military authorities. But this is one of the many secrets of the trade and we would not dare to try and penetrate it.

The *Shenpao* states that the bubonic plague in Foochow this year is much worse than what was experienced in that city last year, when between twenty and thirty thousand persons died from it. The same paper concludes from the accounts it has been receiving from time to time since last March that the victims of the plague in Foochow this year will not fall far short of 40,000. The natives of Foochow call the plague "the rat epidemic," probably owing to these rodents being first attacked by it.—*N. C. Daily News.*

DIAMOND JUBILEE SUBSCRIPTIONS.

The Hon. Treasurer begs to acknowledge with thanks the receipt of the following contributions, viz. —

Already acknowledged	\$42,363.92
Chun Seu	500
Chun Tong	500
China Export-Import & Bank Company	500
Employes China Sugar Refinery	259
Taikoo Sugar Refining Co., Ltd.	250
Scottish Oriental S.S. Co., Ltd.	250
Office Staff, Messrs. Butterfield & Swire	200
Employes Taikoo Sugar Refinery	168.50
Johnson, Stokes & Master	150
Anonymous	100
H. U. Jeffries	100
Ferd. Bornemann	100
Hongkong Electric Co., Ltd.	100
F. Henderson	50
Chantrey Inchbald	50
W. D. Graham	50
Rev. F. Evaristo Torres	25
Dr. J. C. Thomson	25
Banker & Co.	25
A. G. Stokes	25
L. Suidter	25
J. Y. V. Vernon	25
J. Goosmann	25
P. E. Khambatta	25
S. B. Bhabha	25
C. H. Thompson	25
M. Grote	25
F. C. Keeka	20
A. H. Chinoy	20
E. Bischoff	10
G. Piercy, Jr.	10
Carl Georg	10
C. Schwencke	5
H. Kammel	5
C. H. Lammert	5
Ernest A. Mirow	5
C. Thiel	5

\$46,061.42

CAPTAIN RUMSEY ON LIGHT DUES.

The Harbour Master's annual report was laid before the Legislative Council on 31st May. In the course of it Captain Rumsey says:—

The subject of light dues has occupied some attention recently and has elicited statements and arguments the basis of which is found in the phrase "Freedom of the Port."

But even those from whom this phrase falls most glibly have not attempted to explain precisely what meaning they attach to it. Hongkong is described by them as a "Free Port," and the Government is anathematized for destroying its freedom, yet there has been no proposal on the part of the Government to alter in principle the condition of things which has existed for the last quarter of a century.

A "Free Port" in the general acceptance of the term is, I venture to assert, a port where there is no Custom House and where goods are free from Custom duties and control. Also in some cases it is applied to ports where ships are free and not subject to charges such as Light Dues, Tonnage Dues, &c. There is no Custom House at Hongkong and goods are free, but for the last 25 years European shipping has been subject to a charge for light dues, and for 30 years native craft have been subject to port charges.

But it is now contended that here in Hongkong "Freedom of the Port" must include both of these exemptions and that without *Free Ships* as well as *Free Goods* there is no "Free Port," a condition which, so far as I have been able to discover, is not supported by precedent in any port of importance in any part of the world.

Reference has also been made by way of argument to a "Free Port" proclamation issued in 1842 when in the words of the rate-payers' petition to the House of Commons, Hongkong was "a barren rock, the abode of a few fishermen and pirates" and when as yet the treaty by which it became a British possession had not been ratified.

Hongkong, we are told, has arrived at its present state of prosperity through being a "Free Port." Now for 30 years Hongkong has not

been a "Free Port" within the apparent meaning of those who advance this statement, for from the 1st January, 1867, a charge was levied on all native craft trading to the Port, which charge has continued up to the present time, and in 1875 Light Dues was first imposed on European shipping.

The prosperity of Hongkong in 1867 (when charges were first levied on native craft) was represented by a European tonnage entry of 1,194,826 tons and a junk entry of 1,367,702 tons making a total of 2,562,528 tons.

In 1875, when European shipping was first taxed by the imposition of light dues, the total entry had increased to 3,562,774 tons.

In 1890, when the rate of light dues was increased to 2½ cents a ton, the tonnage entry had reached 6,688,994 tons, and last year it was 8,051,085 tons.

Thus the prosperity of Hongkong has increased from an entry of 2½ million tons to an entry of 8 million tons during 30 years of taxed shipping, a fact which completely capsize the assertion that its prosperity is due to its being a "Free Port" from a shipping point of view.

Also it is averred that Hongkong can only maintain its prosperity through continuing to be a "Free Port," yet it must be clear that it cannot continue to be a "Free Port" if it has not hitherto existed in that condition.

In short, Is it or is it not a "Free Port"? If its present condition is one of freedom, I say there is no proposal to alter that condition. If it is not a "Free Port" then why apply the term to it?

It has also been asserted that the imposition of any tax on shipping will have the result of preventing ships coming to the port.

I have already shown that this assertion is not borne out by our previous experience, but, after all it is only an assertion, to support which not one tittle of evidence or argument is offered.

From the opinion also which has been freely stated, that the entry of this large amount of tonnage is the cause of Hongkong's prosperity, I take leave to differ, holding rather that it is the result thereof, the cause being found in the geographical convenience of the port as a shipping centre, and the stability and general prosperity of trade in the East, offering a lucrative business to ships, to partake in which there is a competition of ever increasing keenness. But however, this may be, there remains the fact which can hardly be disputed but which seems likely to be lost sight of, namely, that ships come here, as they go elsewhere, solely for their own benefit, and not with the object of benefiting Hongkong; so long therefore as benefits accrue to ships from the use of our waters, whether on account of their geographical position, or from any other cause, so long will ships continue to come, and the measure of these benefits, I am convinced, will not be found in a tax, even exceeding the present one of 2½ cents a ton, which represents the paltry sum of £7 for a ship of 3,000 tons, a charge which makes Hongkong, in addition to its many other advantages, compare favourably as to its charges with almost any port in the world.

MR. GOFFE'S INSULT TO THE MACAO PORTUGUESE.

As already reported by our Macao correspondent, much indignation has been excited at Macao against Mr. Goffe, the British Vice-Consul at that port, in consequence of his having written on a circular in connection with proposed afternoon teas at the Lawn Tennis Club the words "Any people asked bar Portuguese." From the *Echo Macaense* we learn that on the 26th May a meeting of the members of the Club Uniao was held in connection with the matter.

Senhor Albino Antonio Pacheco explained the purpose for which the meeting had been called and concluded by asking that the meeting should discuss the choice of a corrective to be applied to the insolence of Mr. Goffe, who, without motive, had affronted the whole of the Portuguese inhabitants of the city.

Senhor Antonio Joaquim Basto next spoke and endorsed Senhor Pacheco's condemnation of Mr. Goffe's action. In order that the meeting might be in full possession of the facts of

the case and its attendant circumstances and be in a position to discuss the question with knowledge he proposed to read a series of letters which had passed in connection with it. These letters were:

1.—From Mr. Goffe in his capacity of British Vice-Consul to the Secretary-General asking that officer to express to H. E. the Governor, as representing the Portuguese nation, his profound regret for what he had written on the circular, to which he attached no importance, because the rules of the foreign Lawn Tennis Club prohibiting the admission of Portuguese as members, it appeared to him an anomaly to invite them to afternoon tea, and in inconsiderately writing what he had done he certainly had no idea of offending any one or causing any unpleasantness, for during his residence in the city he had received only the greatest courtesy, both officially and privately. He concluded by again expressing his sincere regret for having given an apparent cause of offence to the gentlemen of Macao and at the same time conveying his assurance that he entertained for them feelings of the most profound respect, as well as for H.E. the Governor and the nation that His Excellency represented.

2.—From H.E. the Governor to the speaker (Senhor Basto) as President of the Leal Senado forwarding an authenticated copy of the British Vice-Consul's letter, concerning which His Excellency said that it showed "the spontaneity of the just satisfaction tendered to all the Portuguese residents and contained expressions of the greatest respect and sympathy on the part of that functionary for the inhabitants of this city."

3.—From Mr. Buckland, Secretary of the Lawn Tennis Club, to the speaker, requesting him to use his good offices to avoid any precipitation which would place the Club in a disagreeable position with respect to its relations with the Portuguese community, and stating that the Club would use all its efforts for the re-establishment of harmony and the correction of the difficulty.

Senhor Basto went on to say that in view of the facts stated, corroborated by the documents he had read, they ought to consider in the first place that Mr. Goffe had made a retraction which H.E. the Governor considered a just and spontaneous satisfaction, although it was certain that this retraction rested on a false basis, for it did not appear to be true that Portuguese were ineligible to become members of the Macao Foreigners Lawn Tennis Club, as he (the speaker) could find no provision to that effect in the rules, and the fact that there were two Portuguese members—Senhor Loureiro and the Conde de Senna Fernandes—demonstrated the contrary. In the second place, seeing the request made by Mr. Buckland and the assurance given by him that the direction of the Club would endeavour to satisfactorily close a disagreeable incident of a private character, originated by a member of the Club, the speaker thought the meeting ought not to decide hastily, especially as the man himself made retraction. Let us, said Mr. Basto, ascertain if it is a fact that by the rules of the Club Portuguese cannot become members. If so, then Mr. Goffe exercised a right, and he who exercises a right is not answerable for the consequences. If on the contrary, it was not so, let them wait and see what solution of the question the Committee of the Club would arrive at. He thought the matter should be deferred until it had been dealt with by the Committee of the Club.

Senhor Pedro Norasco da Silva said he associated himself with his friends Senhores Pacheco and Basto in reprobating the act of Mr. Goffe, but it appeared to him that the retractions given by that gentleman in his despatch to the Secretary-General and in letters to Senhor Loureiro and Conde Senna Fernandes, in which he withdrew the offensive words, expressed his profound regret, stated that he had not the least intention of offending anyone, and expressed his respect and consideration for the Portuguese, extenuated the offence which was presumed from the words written on the margin of the Lawn Tennis Club's circular. If the offence disappeared with the retraction there was no occasion for a reprisal of

offence and disrespect as contemplated by Senhor Pacheco's motion, which he would vote against.

Dr. Camillo Pessanha opposed Senhor Pacheco's motion, arguing that the matter primarily affected the two Portuguese members of the Lawn Tennis Club and that those gentlemen ought to make their protest and afterwards report the result to the meeting.

Finally, Senhor Carlo Rocho d'Assumpcao read a written resolution to the effect that the present and future directorates of the Club Uniao should regard it as settled that Mr. Goffe could never be admitted as a member of the Club Uniao nor be invited to any entertainment held in the Club, and that the members of the Club be warned never to open the doors of the club-house to him.

This resolution was adopted by a large majority.

The *Echo* adds the following:—The worthy members of the Lawn Tennis Club have made common cause with their Portuguese fellow-members, and, having vainly attempted to induce Mr. Goffe to resign, have followed the example of Conde Senna Fernandes and Senhor José Loureiro, not only the committee but all the members resident in Macao having resigned. This affords an evident proof of how greatly these English gentlemen disapprove of Mr. Goffe's action and that they appreciate the advantage of cordiality in their relations with the inhabitants of this country, who duly esteem and appreciate them. It appears now that Mr. Goffe, not to be left alone, has also ceased to be a member of the Club. The incident is thus terminated.

SHIPPING IN 1896.

We make the following extracts from the report of Captain Rumsey, Harbour Master, for 1896:—

The total tonnage entering and clearing amounted to 16,515,953 tons, being an increase over 1895 of 883,840 tons. There were 40,244 arrivals of 8,250,853 tons and 40,219 departures of 8,259,100 tons. Of British tonnage 4,382,546 tons entered and 4,375,748 tons cleared. Of foreign tonnage 1,786,795 tons entered and 1,788,309 tons cleared. Of junks in foreign trade 1,881,746 tons entered and 1,885,657 tons cleared. Of junks in local trade 205,768 tons entered and 209,386 tons cleared. British tonnage therefore represented 53½ per cent., foreign tonnage represented 21½ per cent., junk tonnage (foreign trade) represented 22½ per cent., junk tonnage (local trade) represented 2½ per cent.

4,578 steamers, 100 sailing vessels, and 29,848 junks entered during the year, giving a daily average of 94 vessels as against 85 in 1895.

For European constructed vessels the average daily entry would be 12.81 as against 12.45 in 1895, and of the steamers arriving 69.8 per cent. were British, including all the river steamers, of which the daily entries averaged 3.81.

A comparison between the years 1895-1896 shows a decrease of 172 British ships, but an increase of 168,657 British tons. The decrease is mainly due to the river steamer *Wing Tong* (to which reference was made in the 1895 report) which made this year only 12 entries and 11 departures, against 114 round trips in 1895. Exclusive of all river steamers the return would show an increase of 30 British ships and 120,783 British tons.

Another cause of apparent decrease in British ships compared with 1895 will be found in the number of Chinese owned vessels which appeared in 1895 under the British flag and which have since returned to their own, and appeared in 1896 as Chinese; the number of their entries and clearances in 1895 were 112, with a tonnage of 165,774 tons. If these were also excluded from the comparison, we would get an increase of 142 British ships and 286,557 British tons, or 5½ per cent.

A large increase in foreign ships and tonnage is shown in the above comparative statement. This increase is found principally under the German, Japanese, and Chinese flags.

The record for the German flag in 1896 is represented by an increase of 175 ships entering and clearing with a tonnage of 233,156 tons. A still larger increase is shown if the Chinese

ships which sailed under the German flag in 1895 were taken out of the comparison. These amounted to 92 entries and clearances of 97,914 tons, and the actual increase under the German flag would then become 267 ships entering and clearing with a tonnage of 331,070.

This substantial increase is built up by an increased number of entries and clearances in the coasting trade, coupled with the new "Rickmers" line from Europe, and the large new steamers of D. D. R. line which came to Hongkong during the year under review.

Under the Japanese flag there is an increase over 1895 of entries and clearances amounting to 107 ships of 194,104 tons, made up principally of 16 vessels of the new lines to Europe, Australia, and elsewhere, which made during the year 72 entries and clearances, of a combined tonnage of 119,846 tons. The increase under this flag is the most notable for the year. For 8 years previous to the war the average yearly entry of Japanese vessels was 44, with a tonnage of 61,578; in 1896 it rose to 80 ships of 144,493 tons.

A large increase in Chinese ships is also shown, viz., 225 ships entering and clearing of 263,711 tons, but when consideration is given to the Chinese ships which appeared in 1895 under the British and German flags, 204 ships of 263,688 tons, this increase is more apparent than real.

The total increase under the foregoing is reduced by a falling off under the Danish flag amounting to 78 entries and clearances of 27,678 tons, owing to the stranding of the s.s. *Activ* and to the absence, on time charter, of the s.s. *Frejr*, two "regular customers."

The net increase in foreign flags is thus brought to 435 entries and clearances with a tonnage of 639,153 tons.

Taking entries and clearances together, we get the following increases shown for 1896 over 1895:—British, 5½ per cent.; German, 23 per cent.; Japanese, 195 per cent.

The actual number of ships of European construction exclusive of river steamers which entered the port in 1896 was 579, being 325 British and 254 foreign. In the previous year the numbers were 336 British and 250 foreign.

STEAMERS.

Flag.	Ships.	No. of Times Entered.	Total Tonnage.
British ...	298	1,806	2,665,438
American ...	3	14	37,445
Austrian ...	7	24	59,314
Danish ...	4	58	29,684
Dutch ...	3	10	14,218
French ...	18	120	165,680
German ...	77	708	846,713
Italian ...	2	11	16,079
Japanese ...	25	80	146,315
Norwegian ...	27	124	122,225
Russian ...	4	4	11,587
Swedish ...	1	10	9,890
Chinese ...	21	211	247,981
Spanish ...	4	4	8,139
Belgian ...	1	1	1,689
Total ...	495	3,185	4,382,397

SAILING VESSELS.

Flag.	Ships.	No. of Times Entered.	Total Tonnage.
British ...	27	31	35,536
American ...	36	42	50,427
German ...	10	13	10,609
Italian ...	2	2	1,440
Norwegian ...	5	6	3,305
Siamese ...	1	1	656
Spanish ...	1	3	900
Hawaiian ...	2	2	2,497
Total ...	84	100	105,370

In 1895 the entries amounted to 3,051 times with an aggregate collective tonnage of 4,114,403 tons. In 1896 the entries were 3,285 with a tonnage of 4,487,767 tons. Thus a decrease of 7 ships with an increase of 234 entries, gave an increase of 373,364 tons. The decrease of 7 ships was made up as follows, viz.:—11 fewer British ships and 4 more foreign. The increase of 254 entries was made up as follows, viz.:—24 more British entries and 210 more foreign entries. The 210 foreign increases were made up chiefly under the following:—from Chinese (113) German (83), and Japanese

(53), with a decrease in Danish (39). The increase of tonnage was made up as follows, viz.:—61,527 British tonnage and 311,837 foreign tonnage.

Compared with 1895 we get 11 fewer British ships, 4 more foreign ships 24 more British entries, 210 more foreign entries, 61,527 more British tons, 311,837 more foreign tons.

TRADE.

The year has been marked in the second half by a shortness in the Southern rice crop; an import of 578,770 tons was reported up to 30th June; the total for the year was only 704,530 tons. This falling off, in addition to reducing the totals for our European constructed vessels, was also very clearly marked in the Junk trade, which in the last quarter of the year showed a decrease compared with 1895 of 1,642 vessels of 69,010. From March to July inclusive, Hongkong was undergoing quarantine at Singapore, Manila, and the Northern ports. With the exception, however, of Manila the enforcement of quarantine regulations was made as little irksome as practicable.

It is also very apparent that the total amount of cargo to be carried does not increase as rapidly as the tonnage available for its conveyance, principally owing to the enormous carrying capacity of a great number of the newer ships. This, combined with keen competition, places tonnage at the disposal of shippers in excess of what is actually required, consequently vessels cannot obtain full cargoes and are glad to accept low rates of freight to fill up vacant space.

The principal sufferers from such a condition of things will no doubt be the "outside" tramp steamers which occasionally appear and frequently are found laid up for want of work. During the third quarter of the year there were 7 British ships aggregating 12,039 tons laid up in the harbour for periods varying from 23 to 86 days.

In Returns I. and II. will be found the number and register tonnage of all vessels entering and clearing between this colony and each country with which trade relations exist, and the amount of cargo reported as "shipped," "discharged," and "in transit," to and from these various countries.

The accuracy or otherwise of these returns, so far as cargo is concerned, depends entirely on the reliability of the information afforded this Department on application made to the master, and in some cases to the agents, of vessels concerned.

The Chamber of Commerce noted "some apparent errors" in the returns furnished in my last annual report, and they were apprehensive that these might prove "misleading," and the question arose in their mind whether it was worth while attempting to make the return at all.

It is not surprising to know that "apparent errors" can be discovered in returns compiled as these are. Indifference, want of knowledge, and commercial jealousy, will probably always militate against accurate information being supplied; but in order as far as possible to prevent the returns being "misleading," the sources of the information on which they depend are clearly stated. It rests, I think, to a great extent with those who are principally concerned with the correctness of the return, if they possess the means for so doing, to assist in preventing the same from being anything less than accurate; in the meanwhile there appears no good reason for relinquishing the attempt to present a return which, though not absolutely correct, is as nearly so as circumstances will permit, and which, as it stands, may be considered a useful indication of the nature and volume of the trade of the colony.

We find that the total import trade of 1896 was represented by 34,526 vessels aggregating 8,051,085 tons carrying 5,138,903 tons of cargo, of which 3,293,503 tons were discharged in Hongkong.

During the year 9,352 vessels of European construction aggregating 12,333,396 register tons, carried 6,677,477 tons, made up as follows:—

Import Cargo ...	2,791,889
Export Cargo ...	1,626,722
Transit Cargo ...	1,845,400
Bunker Coal Shipped ...	413,396

6,677,477

The total number of tons carried was therefore 54 per cent. of the registered tonnage and was apportioned as follows:—

Imports—	
British ships, ...	1,758,760
Foreign ships, ...	1,033,139
	2,791,899
Exports—	
British ships, ...	971,820
Foreign ships, ...	654,972
	1,626,792
Transit—	
British ships, ...	1,259,933
Foreign ships, ...	585,467
	1,845,400
Bunker Coal—	
British ships, ...	251,605
Foreign ships, ...	161,791
	413,396

European constructed vessels imported 2,791,899 tons of cargo as follows:—

Articles.	1895.	1896.	Inc.	Dec.
Beans.....	3,848	250		3,598
Bones.....	2,340	3,660	1,320	
Coal.....	563,767	539,721		24,046
Cotton yarn & cotton	50	11,090	11,040	
Flour.....	101,767	85,021		16,746
Hemp.....	1,200	32,790	31,590	
Kerosine (bulk) ...	24,450	41,758	17,308	
Kerosine (cases) ...	42,601	44,129	1,528	
	(1,192,828 cases)	(1,235,612 cases)	(42,784 cases)	
Lead.....	1,350	915		435
Opium.....	2,464	2,299		165
Rattan.....		3,140	3,140	
Rice.....	764,368	704,530		59,838
Sandal-wood.....	1,262	3,707	2,445	
Sulphur.....	500	220		280
Sugar.....	185,616	186,759	1,143	
Tea.....	20	5,447	5,427	
Timber.....	26,389	49,363	22,974	
General.....	1,173,236	1,077,090		96,146
Total.....	2,895,228	2,791,889	97,915	201,254
Transit.....	1,623,883	1,845,400	221,517	
Grand total.....	4,519,111	4,637,289	319,432	201,254
Net.....			118,178	

Comparative Statement 1893-1896:—

Year.	Ships.	Tonnage.	Imported tons.
1893.....	4,371	5,266,349	2,859,876
1894.....	4,225	5,233,146	2,746,285
1895.....	4,546	5,772,298	2,895,228
1896.....	4,678	6,169,339	2,791,889

European constructed vessels exported 1,626,792 tons of Cargo and shipped 413,396 tons of bunker coal.

Comparative Statement 1893-1896:—

Year.	Ships.	Tonnage.	Exported tons.	Bunker Coal tons.
1893.....	4,387	5,269,510	1,613,642	406,800
1894.....	4,227	5,236,036	1,598,588	353,455
1895.....	4,543	5,753,288	1,663,007	387,870
1896.....	4,674	6,164,057	1,626,792	413,396

Junks imported 633,547 tons as under:—

Tea, ...	3,920 tons.
Oil, ...	1,290 "
Earth and Stones, ...	126,140 "
General, ...	502,197 "

Total, ... 633,547 "

Junks exported 1,035,081 tons as under:—

Kerosine, ...	20,767 tons
Rice and Paddy, ...	479,783 "
Earth and Stones, ...	722 "
General, ...	534,409 "

Total, ... 1,035,081 "

European constructed vessels imported 1,165,097 tons in excess of exports; junks exported an excess of 401,534 tons. The excess of imports is thus reduced to 763,563 tons; from this must be deducted 413,396 tons of bunker coal shipped, leaving a balance of 350,167 tons consumed, manufactured, and in stock in the Colony or unaccounted for.

The river steamers aggregating 3,361,964 tons, inwards and outwards, imported 154,367 tons of cargo, exported 107,087 tons, shipped 21,420 tons of bunker coal, and conveyed 897,843 passengers.

PASSENGER TRAFFIC.

	Arrivals.	Departures.
British ships ...	145,871	
Foreign ships ...	71,987	
River Steamers ...	457,631	
Launches (outside waters of the Colony) ...	63,178	
Junks (Foreign Trade) ...	102,849	
	841,016	
British ships (including Emigrants) ...	147,570	
Foreign ships " " ...	65,984	
River Steamers ...	440,212	
Launches (outside waters of the Colony) ...	60,993	
Junks (Foreign Trade) ...	101,757	
	816,516	
Excess of arrivals over departures (foreign trade), ...	24,500	
	Arrivals.	Departures.
Junks, Local Trade, ...	5,602	4,406
Launches, " " ...	2,087,492	2,099,199
	2,093,094	2,103,605
Excess of departures over arrivals (local trade), ...	10,511	
Difference excess of arrivals, ...	13,989	

REVENUE.

The total revenue collected by the Harbour Office during the year was \$234,990.16, an increase of \$571.87 over 1895.

The details are as follows:—

(i) Light Dues, ...	\$117,314.45
(ii) Licences and Internal Revenue, ...	34,851.75
(iii) Fees of Court and Office, ...	82,823.96
	\$234,990.16

STEAM LAUNCHES.

On 31st December there were 135 steam launches employed in the harbour; of these 56 were licensed for the conveyance of passengers, 62 were privately owned, 12 were the property of the Colonial Government, and 5 belonged to the Imperial Government in charge of the Military Authorities.

One master's certificate was suspended for one month and one engineer's certificate for three months.

EMIGRATION.

66,822 Emigrants left Hongkong for various places during the year; of these 53,376 were carried by British ships and 13,446 by foreign ships; 119,468 were reported as having been brought to Hongkong from places to which they had emigrated, and of these 89,210 were brought in British ships and 30,258 by foreign ships.

It was in this branch of the shipping business that the case of an "Infected Port" was most keenly felt during the months March-July.

THE EUREKA AND QUEEN MINES.

We have received from Messrs. John D. Humphreys & Son, the General Managers, the following reports received by the *Menmuir* yesterday:—

OLIVERS FREEHOLD MINES, LIMITED.

Mount Macdonald, 7th May, 1897.

Eureka Mine.—Since our last report on 30th ulto. work has been progressing satisfactorily at both levels. At the 200 feet level the north drive has been extended 7 feet, making a total of 63 feet on the reef. The reef is 5 feet wide and still shows good gold, better, if anything, than that last reported. One or two specimens of stone have the gold "peppered" throughout. At the South drive 6 feet has been driven making a total of 43 feet, with the reef still 5 feet wide, and it is also the same width in the stope at the back of the drive. At the 180 feet level the winze to connect with the bottom is now down 27 feet and the reef still the 5 feet width, and showing good gold. The workings at both levels are in first class order. The rise to connect with the old workings is now up 32 feet, with the reef two feet wide and of fair quality. From the size of the reef here (2 ft.) and at the 150 feet level (32 ft. lower) 5 feet, you will see how it widens out in the depth besides improving in quality. We crushed 150 tons for a yield of 137 ozs. 14 dwts. (duplicate of cable re same is enclosed), a very satisfactory result. Crushing will be started

again on the 10th inst., for which we have at present about 80 tons ready besides hauling stone all the time. The shoots at the battery are full now ready for Monday. There is just enough water in the mine to be useful for the dam; it only needs baling from the bottom of the shaft about every 14 hours. Machinery, &c., is in good working order and everything generally going on most satisfactorily.

p. pro JOHN D. HUMPHREYS AND SON.
C. J. WILLMOTT.

THE NEW BALMORAL GOLD MINING CO., LIMITED.

Mount Macdonald, 7th May, 1897.

Queen Mine.—The contractors have now sunk a distance of 23 feet, making the shaft now a depth of 234 feet from the surface. Since last report the ground has become more favourable for sinking, so that for the week better progress has been made with the work. The contractors are working three shifts, two men in each.

Prospecting Shaft.—We have logged up an additional 4 feet at the brace, and refixed the windlass. The bottom of the shaft 100 feet from the surface has been levelled off and a drive started west to intercept the reef, which we hope to meet within a few feet. The ground is intermixed with veins of quartz, the whole being highly mineralized, and one small vein shows gold.

Engine and House.—The boiler is now being built in and will be finished shortly, when the house will be completed. It is now in a splendid position, about 60 feet away from the shaft.

Tribute.—We have let a tribute on one of the Balmoral leases, above the battery; but the ground is extremely hard, and the spurs very small, so that though good gold shows, it will take at least 3 ozs to the ton to pay them. Our royalty runs up to 15 per cent. on the gross yield, according to the result per ton, as well as meaning doing prospecting for us.

p. pro JOHN D. HUMPHREYS & SON,
C. J. WILLMOTT.

CORRESPONDENCE

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE BALLOON ACCIDENT.

[TO THE EDITOR OF THE "DAILY PRESS."]

Sir,—The question now appears to me to arise, whose fault was it? As far as I can gather, Mr. Spencer seems to have been unaware that the balloon had a large hole in it before it rose from the ground. I am given to understand that some army officers, who were present, noticed this, and said nothing. Have they not something to answer for?—Yours, &c.,

DISCORD.

Hongkong, 1st June, 1897.

RENTS AT THE PEAK.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR,—In your leading article, in to-day's issue, on the sale of the Mount Austin Hotel, you suggest the opening up of new sites at the Peak by the formation of new roads, and remark that, next season, when the Mount Austin Hotel is closed, "there will be a largely increased demand for house accommodation elsewhere in the Hill District, of which landlords will no doubt take advantage by materially advancing rents, which are already high. And unfortunately all or nearly all of the more accessible sites are already occupied."

With your permission I should like to make a few remarks on the foregoing. In the first place, rents at the Peak are relatively low, much lower than for those asked for houses in Victoria when the cost of building is taken into account and especially so when the repairs necessary and the depreciation in property at the Peak are considered. You may not be aware, perhaps, that there are now no less than nine vacant houses in the Hill District and two in course of erection. Also that, owing to the excessive cost of building at the Peak, three other houses it was proposed to erect there had to be abandoned. They could not be built to secure any adequate return on

capital. The houses now existing at the Peak, with very few exceptions, do not, I will venture to say, yield their owners 4 per cent. net on the capital invested. The exceptions are those where houses have changed hands, and the original owner has got out of a bad bargain at a ruinous loss.

If a residence at the Peak, which has its drawbacks, chiefly in the mist and damp, seems desirable, it will in the future no doubt have to be paid for at a somewhat higher rate than a house on the lower levels. But I do not imagine the landlords will put up the rents unreasonably; that would serve only to keep people away. But the days when tenants profited by the misfortunes of property owners are probably gone by; unless indeed the public buy back the Mount Austin Hotel from the Military (supposing the latter are willing to sell it) to run it on philanthropic and benevolent principles. In any case I cannot imagine there will be any great eagerness to build. Let those inclined that way call for tenders and ascertain the COST.

Hongkong, 1st June, 1897.

STRANDING OF THE "YIKSANG."

FINDING OF THE COURT OF ENQUIRY.

The following is the finding, rendered on the 21st May, of the Naval Court of Enquiry held at the British Consulate, Nagasaki, to determine the particulars regarding the stranding of the steamship *Yiksang* at Iwayasaki on the night of the 21st May:—

Finding and Orders of a Naval Court held at Her Majesty's Consulate, Nagasaki, on the nineteenth and twentieth days of May, 1897, to investigate the circumstances attending the stranding of the British steamship *Yiksang* of the port of London, official number 91,934, at Iwayasaki, and the cause of such stranding, and to enquire into the conduct of the master, officers, and crew of the said vessel.

The *Yiksang* is a steam vessel, schooner rigged, of 886 tons registered tonnage, official number 91,934, built at Dumbarton in 1886 and belonging to the port of London.

It appears from the evidence before the Court that she sailed from Chefoo on the 19th of April, 1897, bound for Kobe with a cargo of beans and bean cake and a crew of forty hands all told, as well as forty passengers, and that she proceeded on her voyage in due course until 2 p.m. of the 21st of April when Kosaki light on the southern point of the island of Tsushima was sighted. The light was subsequently passed at 2.57 p.m. at a distance of three and three-quarter miles and the course was then set South 75 degrees East, or allowing for 15 degrees of Westerly error in the compasses, which had been verified on the previous day, true East. At 5 p.m. the island of Ikishima was sighted at a distance of eight miles and the course was then altered to South 85 degrees East true. At 7 p.m. Oro-no-shima was abeam, distant six miles, moderate breeze, and the weather overcast, but the island clearly visible. The course was then set South 75 degrees East or allowing for the error in the compass, due East, and the speed of the vessel was then 8½ to 9 knots per hour.

At 8 o'clock the master, who had been on deck during the greater part of the previous night and almost continuously during the day, left the deck in charge of the chief mate, having previously pointed out to him on the chart the exact position of the ship, with verbal orders "to keep a good look out for Wilson Island—to take a four point bearing of it, to give him (the master) the exact distance of it and to call him at nine o'clock." As to the terms of these orders there is a marked discrepancy in the evidence of the master and mate, the latter alleging that they were limited to a direction that the vessel would pass Wilson Island about five miles off and if it was sighted the master should be called. Both parties are equally positive of and have sworn to the correctness of their evidence on this point, and the Court has not come to a decision as to which is correct. The master's intention was to alter the course to the North at 9 p.m. or on sighting Wilson Island, making the latter a final point of departure, and head the ship for Rokuren. However, he fell asleep in the chart room immediately below and within easy distance of communication with the bridge,

and was not called by the mate, who had in the meantime kept the ship on her course and had failed to sight Wilson Island till 10.40 p.m. The weather had become thicker, the night was deceptive, the wind almost abaft and the vessel following the smoke of the funnel, and nothing was seen by the mate until breakers were discerned ahead just before 10.40 p.m. Almost immediately afterwards the vessel struck on what subsequently proved to be Iwayasaki. The breakers were not reported by the man on the look-out on the fore-castle, but were first seen by the mate. The helm was immediately put hard a-starboard, the engines reversed at full speed, and the captain called, but the striking took place before the latter could reach the bridge. The vessel remained on the rocks until the third of May, when she was floated and subsequently brought by her own steam to Nagasaki. The passengers were all safely landed by means of a boatswain's chair on the day following the casualty, but a large part of the cargo was lost or damaged, both involving very serious loss.

The vessel was in every way well found, sufficiently manned, seaworthy, the cargo properly stowed, there was no deck cargo, and she was not overloaded. Perfect discipline was maintained on board after the casualty, all the officers and crew conducted themselves properly, and valuable assistance in landing the passengers and in subsequent salvage operations was heartily rendered by the local Japanese authorities, fishermen, and people.

The Court having regard to the circumstances above stated finds as follows:—

1.—That the master navigated his vessel in a seamanlike and proper manner, that the course set from Oro-no-shima was a safe and proper one until 9 p.m. and that Wilson Island was properly regarded as a final point of departure.

2.—That the master, having from previous experience perfect confidence in the skill and care of the first mate, having a clear run of about nineteen miles, before getting into a margin of danger, the ship's speed being nine miles, and the weather being clear, was justified in leaving the deck at the time he did with verbal orders only.

3.—That even admitting that the mate did not receive orders from the master to call him at 9 o'clock, he as an experienced seaman was not justified in continuing his course after the estimated time at which Wilson Island should have been abeam, and that especially in view of the increasing thickness of the weather he committed a serious error in not under any circumstances calling the master when he failed to sight Wilson Island. While this error has unfortunately been attended with grave consequences, it is in itself not of such a nature as to impose on the Court the duty of dealing with the certificate of an officer who has heretofore shown himself able, painstaking, and worthy of all confidence.

4.—That the compasses having been verified on the day preceding the casualty and the ship having on the day it left made a perfectly straight course from Tsushima to Oro-no-shima, the Court cannot consider the casualty due to any unknown error in the compasses, but ascribes it to an unusual drift current setting to the southward which carried the vessel about three and a-half miles out of her course after passing Oro-no-shima.

5.—That the Court desires to direct the attention of the Board of Trade to the valuable assistance described in the master's evidence rendered by the Japanese on the spot after the casualty.

6.—That the expenses of the Court, fixed at fifteen pounds twelve shillings sterling are approved and in pursuance of the powers vested in it, by section 483 of 57 and 58 Vict., c. 60, the Court orders this amount be paid in equal shares by the master David Smith, and the first mate William Lambie, the parties thereto, and they are hereby ordered to pay the amounts of their respective shares accordingly.

Dated at Nagasaki this twenty-first day of May, 1897.

The tiger stories reaching us from Kuliang are quite alarming. Tigers appear to be very numerous this year and there is no doubt that there is at least one "man-eater" among them. Several traps have been dug, but we do not hear of any capture so far.—*Foochow Echo*.

THE BREAKDOWN OF THE "SYDNEY."

Shanghai, 24th May.

The steamer *Sydney*, of the Messageries Maritimes line, which left Woosung on Saturday afternoon with passengers for Europe, met with an accident to her machinery the same evening, when about abreast of Gutzlaff, and returned for repairs, anchoring off the New Dock.

A gentleman passenger gave a reporter of this paper this morning a few particulars of the untoward incident. He said:—"I was one of those bound from Shanghai to Europe, intending to be present at the celebration in London of the Diamond Jubilee. I had looked forward to being among those who, though not British, are sufficiently acquainted with the career of the august lady who graces the throne of England to heartily join in the festivities and felicitations; but, alas, it seems as if it is not to be, although I believe the management will do all that it is possible for them to do to enable the steamer to keep her times. After dinner, which was held at six o'clock, the passengers were on deck enjoying the cool of the evening; the sea was perfectly calm, not a ripple, not a puff of wind to break its glassy continuity; all of a sudden there was a crash, and then a terrible grating noise, which threw us all into a state of nervous anxiety, for it was so totally unexpected. Some thought the steamer had struck on a rock, for there was a shock of the vessel from stem to stern which lent colour to this belief. Others thought the machinery had collapsed, and as is usual there were all sorts of theories put forth and altered from time to time as to what was the cause of the accident, but all doubt was promptly laid by the heels when we were informed that a collar of the thrust shaft had broken, and we could go no farther on our journey until repairs were effected. A boat was sent off to Gutzlaff and a telegram despatched from there to the Company's agent at Shanghai. Tugs were sent down and we came up with the steamer, and here we are now, after bidding good-bye to friends and getting the parting over."

The *Sydney* will transfer her passengers and cargo into the *Yarra*, which will leave here on Thursday next. It was thought at first that the broken part could be replaced by one borrowed from the *Yarra*, which arrived from Japan on Friday and was not timed to leave until after she had undergone the usual harbour over-haul which this company's steamers make while in Shanghai. The *Sydney* left Woosung on Saturday morning in charge of a licensed pilot and the instructions were that the steamer was to proceed under easy steam as her engines had undergone a very extensive overhaul. These injunctions were duly observed, but failed to prevent the accident, no blame for which is attachable to anyone. After an examination of the break by the engineers it was held to be necessary to send to Shanghai for assistance, which was done and accordingly the *Sydney* returned to port. It is hoped that the passengers by the *Yarra* will be able to transfer to the homeward bound Australian mail steamer *Polynesian* at Colombo, for Marseilles.—*Mercury*.

COLLISION AT SHANGHAI.

Shanghai, 26th May.

At half-past six last evening a collision occurred on the river, opposite Messrs. Arnhold, Karberg and Co.'s wharf, considerably below the New Dock, between the China Navigation Co.'s steamer *Tientsin* and the *Turbo*, a steamer of 2,000 tons, which arrived here from Batoum on Saturday last, with a cargo of oil consigned to Messrs. Arnhold, Karberg and Co. The *Turbo* was anchored opposite to Messrs. Arnhold, Karberg's wharf in the stream. The *Tientsin* was outward bound, her destination being Amoy and Swatow, and in going down the river it is alleged that she struck the *Turbo* on her port quarter with considerable force, stoving in six or seven of her plates, breaking two frames and bending two more, as well as starting her poop deck. The *Tientsin* herself had evidently sustained no serious damage, for although she remained all night at anchor in the river, she proceeded on her voyage this morning.—*Mercury*.

THE "EMPERESS OF CHINA" QUARANTINED.

DISCOMFORT OF THE PASSENGERS.

The following telegram dated Vancouver (B. C.), 28th April, appears in the *San Francisco Chronicle*—

William Head, an isolated quarantine station off Victoria, B.C., is to-day a village of a population of over 1,000 people, with at least two doctors and the most Hon. Marquis Breadelbane, Knight of the Garter and Privy Councillor, who is making a voyage of the world, besides several hundred Chinese, all living in an atmosphere laden with fumes of a sulphurous character.

The place became populated very suddenly yesterday on the arrival from the Orient of the Royal Mail steamer *Empress of China*, flying the yellow flag. J. A. Fullerton, representing the Canadian Pacific Railroad, and Dr. Watt, Dominion quarantine officer, were the only ones allowed to board the big steamer. Dr. Watt was informed that there were two cases of smallpox on board. The disease had developed on the way across. Dr. Watt, in spite of entreaties of some of the passengers, wired from William Head that he would detain everyone who had arrived on the steamer, as also those who had been in contact with her any way, that he would hold the crew of the steamer, as also her saloon passengers, in quarantine for the full period, fourteen days. The *Empress* herself, he said, he would have to detain at least two or three days and if she left then it would be under control of another crew.

When it is stated that the *Empress* carries nearly 200 in her crew, and that the vessel is intrusted to none other than the most capable navigators and engineers, it can easily be imagined to what expense her owners necessarily will be put. It is seldom that one of the liners gets caught with smallpox on board, and if the rule was *vice versa* the Canadian Pacific Railway would not be in business for long. The cost of maintenance of passengers in quarantine will not, it is said, be all borne by the Canadian Pacific Railroad, for specified on every first-class ticket is a clause not leaving the ship liable in such emergencies. There are 110 saloon passengers on the *China*, and there are besides between six and eight hundred Chinese. For such a crowd, even with the improvements which have recently been made at the quarantine station by the Dominion Government, there is not adequate accommodation.

The *China* brings as cargo very much freight, and if detained for long in quarantine, through the inability of the Canadian Pacific Railway to replace her crew on so short notice, shipping interests of merchants in nearly every city of the Coast, as well as those of a great many points inland, will be more or less affected. Passengers are grumbling savagely at the lack of accommodation, and an attempt is being made to charter a steamer with the assent of the authorities, at least for the ladies, so that they will not have to be housed so uncomfortably close together.

THE PEKING RAILWAY.

Who says Peking is asleep! Read this from our very own "special" eyewitness, and rejoice to think of the honour which has befallen the old coal locomotives of the eighties:—

"The 10th of May was really a very important day in Peking, yet very few knew or cared anything about it. The first locomotives arrived there about noon, and sidings were rapidly laid to allow of shunting to proceed. The first locomotive happened to be one of two which first came to China for the Northern Railways in 1883, and at one time worked coal trains from Tong colliery to the canal basin, seven miles distant.

"As the earthworks are quite fresh, these light engines are used until it is safe to send larger ones over the track. Thousands of Chinese swarm every day to see the railway, the women especially being very noticeable, and apparently quite forgetful of their usual secluded habits, now something has arrived which is worth seeing. So far as can be gathered all are greatly delighted, and are anxiously awaiting the arrival of the larger engines and rolling

stock, of which they have only heard exaggerated accounts. The old railway hands swagger about like little gods, creating a certain amount of awe and 'hero worship.' The most select spot for contemplation seems to be under the cars, where comparative coolness is obtainable. The scene is a busy one and well worth recording, especially amongst the hawkers and hucksters, who are doing a thriving business.

Anyone who has travelled from Tientsin to Fung Tai, about 15 li from the Peking city wall, must necessarily admire the immense work which has been carried out in less than one year. The whole construction, road, bridges, stations, and rolling stock, reflect the greatest credit on the official in charge, H.E. Hu Yueh-fen, his engineer-in-chief, and the other railway engineers. The work has been pushed on with the greatest energy and everyone, foreigners and Chinese, praise the capable and honest supervision it has received.—*Peking and Tientsin Times*.

THE GROWTH OF POOTUNG.

One of the most surprising things during the last few years to the resident of Shanghai is the rapidity with which various districts have been changed in a short time from country to busy manufacturing or residence centres. Every reader can think of instances, but probably one of the greatest changes has taken place in Pootung during the last year. Where only one short year ago there was a morass and paddy fields, there are to-day a large cotton spinning mill, with dozens of houses for the operatives, and covering acres of ground, and a cigarette factory, with fair roads running in all directions, and policed by Sikh watchmen. This spot is to the south and east of the Customs signal station, and is on the waste ground that only a year ago intervened between that landing and the nearest godowns. Further up the river there is now an almost continuous row of godowns, and judging by the state of the paths there must be a very large Chinese community on the peninsula that was not there before. Certainly it takes one all his time to keep track of the progress of the Settlements.—*Shanghai Daily Press*.

MACAO.

[FROM OUR OWN CORRESPONDENT.]

Macao, 28th May.

Great resentment is entertained here against Mr. Herbert Goffe, Acting British Vice-Consul, in consequence of an insult offered by him to the whole Portuguese community. A circular was sent round to the members of the Tennis Club (which includes amongst its membership a few Portuguese) on which they were asked to signify if it would be agreeable to them that the Club should occasionally have afternoon teas on the club ground, members being allowed to invite their friends. Many members agreed to the proposal but Mr. Goffe took occasion to make the following remark on the circular:—"All nationalities may be invited *bar the Portuguese*." This was, to say the least, very impolite as well as indiscreet on the part of Mr. Goffe. Possibly he may not like some of the Portuguese who go to the Club, but that is no reason why he should bar the whole community, especially in a colony that belongs to Portugal, as that makes the insult a national one. I am sure that any Englishman of good sense will disapprove of what Mr. Goffe has done. If Mr. Goffe wishes to be respected he should show respect to others. Foreigners in this colony are well treated and friendly feelings have always prevailed between them and the Portuguese. Mr. Goffe's predecessors were respected, because they were gentlemen and knew how to conduct themselves in a foreign country. After what has occurred it would be agreeable to Macao if the British Government would transfer Mr. Goffe to an appointment elsewhere.

On Saturday last Senhor Arthur T. Barbosa returned from Lisbon and resumed his old place as Inspector de Fazenda Nacional. The steamer wharf was decorated with flags and a half-finished triumphal arch, and the principal Chinese monopolists received their great advocate with much firing of crackers.

There is talk of lighting the city with gas. Some time ago negotiations on the subject took place with the Hongkong Gas Company, and now a proposal has been received from another quarter. But will this idea of the Leal Senado succeed? I doubt it. The Senado wants to make a show of doing much, but in effect it does next to nothing, and when it meets with difficulties it begins to think how it can raise money and proceeds to increase the taxes. And with all the increase in taxation there is no improvement, but quite the contrary.

Senhor Galhardo has ordered the dredging of the harbour to be proceeded with at once. It is said the work is to be begun in the Chinese way, that is, when the tide is low the coolies will scrape up the sand and carry it away. A commencement is to be made at the steamer wharf.

Senhor Maria Bandeira de Lima has assumed his duties as Colonial Secretary and Senhor Alfredo Lello has been left with nothing to do. The continued presence of this gentleman in the colony, drawing his pay and doing nothing, is becoming ridiculous.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

A notification was issued by the Canton Commissioner of Customs inviting the merchants of the seventy-two guilds to call on him on the 22nd May to devise suitable plans with regard to the modification of the postal laws. Some merchants went to see him on the day appointed, but the result of the meeting is unknown.

On the afternoon of the 20th May a great thunderstorm was experienced in Canton. The wind also blew very hard. A good many trees in the neighbouring villages were damaged, either by lightning or by wind. Two women and a small girl ten years of age were killed by lightning whilst they were taking their supper in their house in Sui-hing Lane in Honam. A farmer who was working in a field in Shik-taw village with two cows was also killed by lightning and the animals shared the same fate. A large house in Ku-tai Street, inside the city, was badly damaged by the lightning. Large hailstones fell in Chung-chow at the time of the thunderstorm. It is said that the hailstones were as large as beans.

On the 20th May a thunderstorm was also experienced in a village named Cheung-pak, in Ku-in district. There were about one hundred and twenty houses in the village, and nearly half the number were blown down by the strong gale, but no life was reported lost. It is said that a woman carrying her child in her arms was carried in the air by the gale to a distance of about eight li.

A big fire broke out in a bamboo shop in Yung-ki, in Suntak district, on the 10th May. Over fifty houses were burnt to the ground and two men were suffocated. The origin of the fire was the upsetting of a candle, which ignited the bamboos, so that the fire spread rapidly.

The students of the various schools have sent a petition to the Viceroy objecting to the two merchants who, as reported, have farmed out the Waisan lottery, on the ground that they have joined in partnership with the old farmers, who are known to be most cunning and malicious people, and the petition represents that if they become the farmers, it will be a danger to the examinations.

On the 21st May Wuchow was flooded. A good many boats were carried away and a junk carrying about twenty passengers was capsized, not one of the passengers or crew being saved.

A man named Fung Cheong, who was living in Ta Kiang village, was buried alive by his clansmen, the reason being that some time ago he swindled sixty dollars from them under the pretence that he was going to repair the ancestral tombs. At last his trick was discovered and he was arrested, but as he had spent all the money and was unable to refund it his clansmen dug a hole in the ground to a depth of about eight feet and buried him alive. The mother of the deceased reported the case to the local magistrate, who has called upon the san-sz of the village to arrest the offenders.

HONGKONG.

Since the last mail left it has been announced that the Mount Austin Hotel at the Peak has been sold to the Military authorities for £30,000, the object being to convert the hotel, which stands in a magnificent situation, into barracks capable of accommodating four hundred soldiers. The arson case ended on Friday in the prisoner being convicted, and he was sent to gaol for fifteen years with hard labour, a sentence which has caused a general feeling of satisfaction in the colony. The members of the Victoria Recreation Club held their annual meeting on Friday, when it was announced that the prospects of being able to build a new club-house on the present site were very bright. On Sunday Mr. Stanley Spencer essayed a parachute descent, but before he had risen very far the balloon collapsed and the aeronaut touched the ground before the parachute had fully expanded, the result of the impact being that he broke his leg above the ankle. On Monday the Legislative Council met. After fulfilling his duties at this meeting His Excellency the Governor presented the prizes to the successful candidates at the recent examination held by the local branch of the London College of Music. An insult offered to the Portuguese of Macao by Mr. Goffe, the British Vice-Consul in that colony, resulted in a meeting being held at Macao for the purpose of considering the matter and in the end Mr. Goffe was tabooed for his uncalled-for insult.

The appointment of Inspector T. Duncan to be an Inspector of Nuisances is gazetted.

There were 2,268 visitors to the City Hall Museum last week, of whom 171 were Europeans.

On Friday afternoon, while working on the *Ellen Rickmers* off Wanchai, a coolie fell through a hatch three feet square in the 'tween decks into the lower hold, a distance of 22 feet. He was instantly killed.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Yeung Tsit Sam ... \$10

From the telegrams in Australian papers we learn that Mr. John Bramston has been knighted. Mr. Bramston, after leaving Queensland and prior to his appointment in the Colonial Office, was Attorney-General of Hongkong.

The Finance Committee of the Legislative Council on 31st May voted a sum of \$750 in aid of the Hongkong Public Library. The Government in proposing the vote and the Committee in passing it are alike to be congratulated on a very sensible action.

On Monday evening, at 7.15, a fire occurred on the ground floor of a second-hand furniture shop. The outbreak was caused by the wick of a lamp being turned too high, the flame igniting some wall paper and a mosquito curtain. Fortunately the inmates of the house were able to extinguish the flames, which did very little damage.

H.E. the Governor has given his assent, in the name and on behalf of the Queen, to the following Ordinances:—An Ordinance to amend the Vaccination Ordinance, an Ordinance to amend the law as to flogging, an Ordinance to amend the Regulation of Chinese Ordinance, and an Ordinance to provide for the punishment of stowaways arriving in this colony.

While bales of cotton were being shipped out of the steamship *Bisagno* on Thursday a fatal accident happened. Two men had raised a load of three bales from the hold and were lowering them over the side into a cargo boat when the load swerved and a coolie was crushed between it and a rail. He died from his injuries two hours after his admission into the Tung Wa Hospital.

On Saturday afternoon there was a fight between coolies employed on the new Murray pier and coolies employed on the reclamation works. We do not know what was the origin of the disturbance, but it promised to be a very serious one, as large stones, sticks, and even a spade were flung by the respective opponents. One man was very seriously injured on the head. Three of the assailants were afterwards arrested and on Tuesday they were sent to gaol for six weeks with hard labour.

We notice that Mr. A. Noel Blakeman, formerly chief reporter on the staff of this paper and for some time Secretary of the Hongkong Chamber of Commerce and Secretary to the unfortunate Indo-Chinese Sugar Company, was chief of staff of the parade at the dedication of the tomb of General Grant in New York. His portrait appears in the *San Francisco Chronicle* of 28th April.

The following interesting note appears in this week's orders of the Hongkong Volunteer Corps.—The Commandant has the gratification of informing the officers, non-commissioned officers, and men of the Corps that he has received a letter from Colonel H. Elsdale, C.R.E., who commanded the troops at the parade held on the 24th instant in celebration of Her Majesty's Birthday, in which there is the following paragraph:—"I have much pleasure in recording that I consider the Volunteers' made a most creditable show. Should you care to publish a complimentary order to that effect, and to thank the Corps for their exertions on the occasion, I shall be very pleased that you should do so."

There has been another mysterious robbery from a ship's treasury chest. This time the theft was committed in Hongkong harbour. On Friday afternoon \$5,100 worth of gold leaf was placed in the treasury chest of the *Loosok* for shipment to a firm in Bangkok. On Saturday afternoon it was found that the treasure room had been entered and the gold leaf stolen. So far no arrests have been made by the police and the crime is completely shrouded in mystery. There was only one key of the chest and that was kept by the chief officer, who says that he always carried it with him and had not parted with it to anyone. The assumption therefore is that the chest was entered by means of a false key, so the robbery was evidently carefully planned and carried out.

A copy of the following notice, issued by the Straits Settlements Government, has been transmitted to the Hongkong General Chamber of Commerce by the local Government for general information:—Information has been received from the Acting Consul-General for the Netherlands, that the Government of Netherlands India has enacted that all vessels arriving in Netherlands India from or having touched at Swatow, Macao, Formosa, Bombay, and Kurachee will have to undergo nine days' quarantine from the date of departure from the above mentioned ports or from the last case of disease on board. Also, that the import of butter, provisions, rags, unmanufactured wool, hair, hides, and furs from the aforementioned ports is temporarily prohibited.

The Hon. A. M. Thomson, Postmaster-General, in his annual report laid on the table of the Legislative Council on 31st May, says:—The work of the Post Office has so largely increased in recent years that the present accommodation is not sufficient to permit of its being satisfactorily performed. Delivery of mails is often delayed on account of the necessity of dealing, in the first instance, with those despatched from the Office. The opening of the Registration Branch gave very little relief to the general work, the advantage gained being that parcels and registered letters are now dealt with in a proper manner. In my opinion the only remedy is to have an office of sufficient size to permit of two separate contiguous establishments, one for outgoing and the other for incoming mails.

On Tuesday afternoon a meeting of the subscribers to the Hongkong Volunteer Corps dance was held at headquarters to consider what should be done with a surplus of \$193 from the dance fund. Major Sir John Carrington presided. It was decided to set apart a certain sum towards the expenses of the promenade concert on Saturday and also to devote a sum to the purchase of tennis nets, &c., for the use of the members of the Corps. A Recreation Committee will shortly be appointed at a meeting to be held of the whole Corps, the idea being to provide forms of recreation on the excellent lawn in front of the headquarters. Some time ago Major Sir John Carrington kindly presented the Corps with a set of bowls and it is thought that an addition in the shape of facilities for tennis playing will prove very popular amongst the men. The suggestion is certainly a good one and we hope to see it carried through.

Yesterday afternoon, says the *China Gazette* of the 27th May, a foreigner named Vincent, who had applied to Captain Mackenzie for enrolment in the Municipal Police, was arrested on the spot under instructions from the Captain Superintendent of the Hongkong Police, who wired thus:—"Arrest P. Vincent, (description) larceny, sailed by *Rio*, warrant issued." It appears the prisoner had on his arrival in Shanghai applied to join the Customs service, but he was considered too old—he being over 30 years. He then visited Capt. Mackenzie with the object of joining the Police and the moment he opened his mouth and mentioned his name Capt. Mackenzie arrested him in his office. He was brought up at the British Consulate this morning and remanded. Vincent is a slenderly built man, standing about 6 feet in height, and with a light red moustache. From inquiries we learn that the man now in custody is Percy Vincent, an Englishman, employed as storekeeper in the Hongkong branch of the Canadian Pacific Railway Co.'s Royal Mail Steamship Line, and he was supposed to be on his way to Japan on sick leave.

A thief who was arrested on Saturday night at Shaikiwan made two determined attempts to commit suicide, his actions being somewhat extraordinary. He cut open a man's trousers in a theatre and was just about to take away a purse containing \$6 when he was collared. After being taken to his cell he attempted to hang himself by fixing his quene round his neck and then to a bar in the window. Fortunately acting Inspector Hall saw the man and saved his life. A watch was kept on him all night and yesterday morning he was taken on board the launch for Hongkong. When between Shaikiwan and Hongham the prisoner, who was handcuffed, suddenly sprang into the water, lukong No. 288 following closely upon him. The thief struggled most violently on the lukong catching hold of him and wrapped his legs round the lukong with the evident intention to drown him too. The lukong, however, behaved splendidly and by means of some sharp punches succeeded in freeing himself from the prisoner's legs. Eventually both were got out of the water and when Hongkong was reached the prisoner was taken to the hospital.

MISCELLANEOUS.

The wreck of the German steamship *Doris*, which recently stranded on the North Western end of Tsushima Island was sold by auction at Messrs. Holme, Ringer & Co.'s offices, Nagasaki, on the 26th May, for \$16,850. Capt. I. Koch, of the German Consulate, acted as auctioneer. The bidding was slow and the operation lasted an entire hour. The ship eventually fell to Mr. R. H. Powers, who acted as broker for Japanese purchasers in Kobe.

The captain of a steamer lately across from Japan furnishes us with an object lesson that should be appreciated by those who may feel inclined to belittle the warlike spirit of the Japanese. He was at a certain unopened port where a celebration was being held and he was greatly surprised to see hundreds of children, boys and girls, being drilled in military tactics. The elder children, perhaps about fourteen years of age, had magazine rifles, while the younger ones had smaller weapons and others wore sashes, and they were drilled in the German style and showed great proficiency. Surely this is a subject that is food for the thoughtful and should prevent their lightly estimating the warlike spirit of the Japanese.—*Union*.

Captain J. Turner Harrison, of the schooner *Esmeralda*, met with a very unpleasant experience at Yokohama on Monday, 17th May, and one which might, says the *Japan Mail*, very easily have resulted in a tragic ending. About a quarter-past nine Captain Harrison happened to be riding down Main Street in an open carriage. Just as he was opposite the half-burnt ruins of Kingsell's late store, the whole of the brick front, posts, and rafters fell into the road upon and around him. Captain Harrison was struck by a portion of the falling timber upon the legs, and was severely bruised, though fortunately no bones were broken; the *betto* driving the carriage was also injured, the horse received some cuts, and the carriage was half smashed up. Miss Shea had a providential escape, having passed the place but a minute before.

COMMERCIAL.

TEA.

HANKOW, 22nd May.—During the week now closing business has been considerably more active, and on the whole with a tendency to firmness for such teas as are fancied. Arrivals continue very slowly, and thus offerings command full attention. Quality of later teas has been very inferior. In Keemun kinds the balance of the second and third packs are poor as compared with last season's, and while the teas appear very strong they are mostly wanting in flavour and carry dull infusions. Of Ningchows little can be said as almost all arrivals seem out of condition, the few sound parcels, thus appearing more attractive, are promptly snapped up. In Hankow teas, Oanfas continue to show fair quality and the Towyuens seem thoroughly good of their kind, though they are perhaps, like the rest of the crop, lacking in fineness. The few sound Oopacks and Oonams have almost the worst leaf on record, consequently business in these teas remains very restricted. The only exception being Cheong-sowkals which seem good useful teas and having a comparatively attractive appearance have been eagerly taken for the Russian markets. Settlements for London still continue on a very moderate scale and apparently consist almost entirely of the lower grades of Keemuns. S.S. Oanfa is circulated at 47/6. Date of departure about 5th ult.

Arrivals to date are:—

Kiukiang Teas—
Keemuns 62,850 ½ chests.
Ningchows, etc. 81,206 "

151,056 "

Hankow Teas 206,000 "

Total 357,056 "

Settlements to date are:—

Keemuns 37,720 ½ chests.
Ningchows, etc. 36,846 "
Hankow 78,378 "

Total 152,944 "

—N. C. Daily News.

SILK.

SHANGHAI, 28th May.—(From Messrs. A. B. Burkill & Sons' Circular).—London advices are to 26th current, and quote Gold Kilin 8/6, Blue Elephant 9/10½. Raw Silk.—We do not hear of any business in old Silk. New Crop.—Advices now coming to hand tend to show that some districts have suffered damage from unseasonable weather and that the chances of an increased crop are now remote. Considerable business has been passing in new Silk for delivery in July, and the total settlements cannot be less than 2,500 bales; further offers are under consideration, but owing to crop advices dealers are now asking an advance. The basis of price for most of the forward business are Gold Kilin 37½, Mountain 4 40½, Blue Phoenix Lanfoong 367½. Arrivals, as per Customs Returns, 20th to 26th May: 42 bales White, 32 piculs Yellow, and 143 piculs Wild Silks. Filatures and Re-Reels.—The Export of Steam Filature to date is: to London 33 bales, to Continent 4,302 bales, and to America 3,703 bales. Waste Silk.—Coarse White Gum 1 and 2 is quoted Tls. 6½. White Pongees.—Contracts to extent of 15,000 pieces, with deliveries from July to November, are said to have been concluded.

CAMPHOR.

HONGKONG, 2nd June.—Large arrivals are reported and the decline in prices continues. Quotations for Formosa are nominally \$42.50 to \$43.00. Sales, 200 piculs.

SUGAR.

HONGKONG, 2nd June.—There is no change to report in the position of the market. Quotations are:—

Shekloong, No. 1, White... \$7.20 to 7.22 per pol.
do. " 2, White... 6.67 to 6.70 "
Shekloong, No. 1, Brown... 4.38 to 4.41 "
do. " 2, Brown... 4.27 to 4.29 "
Swallow, No. 1, White... 7.12 to 7.15 "
do. " 2, White... 6.47 to 6.50 "
Swallow, No. 1, Brown... 4.30 to 4.32 "
do. " 2, Brown... 4.17 to 4.20 "
Soochow Sugar Candy 10.98 to 11.03 "
Shekloong " 9.45 to 9.50 "

MISCELLANEOUS EXPORTS.

Per German steamer *Prinz Heinrich*, sailed on the 25th May.—For Singapore:—4 cases private effects. For Colombo:—12 rolls matting, 9 cases fire-crackers, 2 cases joss-sticks. For Odessa:—20 boxes palm fans. For Genoa:—170 bales canes, 8 bales black bamboo, 3 cases cigars, 2 bales waste silk. For Lyons:—123 bales raw silk. For Novara:—50 bales waste silk. For Milan:—10 bales raw silk. For Barcelona:—19 bales canes. For New York:—17 cases bristles. For Antwerp:—154 bales leaf tobacco, 105 bales feathers, 100 packages crackers, 83 rolls matting. 50 packages tea, 29 cases rifles, 24 packages rattan-core, 20 cases ginger, 18 cases Chinaware, 10 bales canes, 4 cases China oil, 2 cases litho paper, 2 cases cigars, 1 case peppermint oil, 1 case samples. For Antwerp/Hamburg:—30 bales feathers, 15 cases bristles. For Amsterdam:—132 bales leaf tobacco, 50 cases preserves, 40 rolls matting, 30 rolls teasticks, 19 rolls Chinaware, 8 packages camphorwood trunks, 5 cases palmleaffans, 1 case earthenware. For A'dam/R'dam/Hamburg:—200 boxes ginger. For Rotterdam:—1 box samples. For Havre:—8 cases blackwoodware. For London:—1 case silk. For St. Petersburg:—16 cases private effects. For Bremen:—442 rolls matting, 11 cases sundries, 7 cases private effects, 4 cases cigars, 2 bales leaf tobacco, 1 case silk, 1 case silverware. For Hamburg:—625 packages fire-crackers, 309 bales canes, 259 bales feathers, 100 bales galangal, 30 cases bristles, 2 bales private effects, 1 case silk, and 1 case wood oil.

The steamer *Yarra*, sailed on the 30th May. For France:—211 bales raw silk, 10 cases silk piece goods, 30 cases essential oil, 2 cases effects &c., 3 cases silverware, 134 bales cocoons, 47 bales hair, 35 rolls matting and 48 packages canes.

OPIUM.

HONGKONG, 2nd June.—Bengal.—The market has ruled steady and prices are unchanged, latest figures being \$655 for New Patna, \$715 for Old Patna and \$64½ for New Benares.

Malwa.—New has been entirely out of favour while other descriptions have been dealt in to a fair extent. Current quotations are as follow:—
New (this yr's) \$760 with allowance of 5 catties
(last yr's) \$780 " 0 to 3 "
Old (2/5 ") \$800 " ½ to 1½ "
Older \$820 " 0 to 2½ "

Persian.—Business has been fairly active, but prices have not undergone any improvement. Quotations close \$500 to \$620 for Oily and at \$520 to \$600 for Paper-wrapped according to quality.

To-day's stocks are estimated as under:—
New Patna 1,550 chests.
Old Patna 290 "
New Benares 530 "
Malwa 320 "
Persian 700 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1897.	\$	\$	\$	\$	\$	\$
May 29	652½	715	647½	—	760	820
May 30	652½	715	647½	—	760	820
May 31	650	715	645	—	760	820
June 1	652½	715	645	—	760	820
June 2	655	715	648½	—	760	820

COTTON.

HONGKONG, 3rd June.—Small business has been put through during the interval; some small choice parcels of Dacca was placed at \$19 to \$19½. Stock, about 3,500 bales.

Bombay \$16.25 to 17.25 p. pl.
Kurrachee 15.75 to 17.00 "
Bengal, Rangoon, and } 16.75 to 18.75 "
Dacca }
Shanghai and Japanese.. 21.00 to 22.25 "
Tungchow and Ningpo.. 22.00 to 22.25 "
Madras 17.25 to 17.75 "
Sales: 1,300 bales Bengal Rangoon, and Dacca.

RICE.

HONGKONG, 2nd June.—The market continues brisk and a further advance in prices has to be reported. Quotations are:—

Saigon, Ordinary \$2.52 to 2.54
" Round, good quality 2.63 to 2.70
" Long 2.81 to 2.84
Siam, Field, mill cleaned, No. 2 ... 2.57 to 2.60
" Garden, " No. 1 ... 2.83 to 2.86
" White 3.42 to 3.45
" Fine Cargo 3.57 to 3.60

COALS.

HONGKONG, 2nd June.—Market steady. Sales of 10,000 tons Japanese are reported at \$6.50 to \$8.00 and 3,000 tons Australian at \$7.50 to \$3.75; market closing steady. 1,000 tons Cardiff sold at \$16½ to 18½. Quotations are:—

Cardiff \$16.50 to 18.00 ex ship.
Australian ... 7.50 to 9.00 ex ship, sales
Mulle Lump... — to 8.00 ex ship, nominal
Mulle Small... — to — none offering
Moji Lump ... 6.50 to 7.50 ex ship, sales

MISCELLANEOUS IMPORTS.

HONGKONG, 2nd June.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS.—*Bombay Yarn.*—1,495 bales No. 10 at \$82 to \$91, 575 bales No. 12 at \$85.50 to \$91, 335 bales No. 15 at \$97 to \$101.50, 400 bales No. 20 at \$98 to \$112. *Grey Shirtings*—600 pieces 8½ lbs. Red Fish at \$2.47½, 600 pieces 8½ lbs. 2 Stag at \$2.50, 700 pieces 7 lbs. Large Eagle at \$1.96, 250 pieces 10 lbs. Red Flower at \$3.32½, 250 pieces 11 lbs. Red Flower at \$3.32½, 300 pieces 8½ lbs. Red 7 Boys at \$2.57½, 500 pieces 10 lbs. Palace at \$3.42½. *White Shirtings*—300 pieces Blue Lion at \$5.82½, 500 pieces Man and Lion at \$4.45, 250 pieces X. X. X. at \$5.45, 150 pieces No. 2 at \$6.30, 1,250 pieces 1 at \$3.10. *T. Cloths*—375 pieces 7 lbs. Mexican Feather Brush at \$1.95, 375 pieces 7 lbs. Silver Lion No. 1 at \$1.92½, 300 pieces 8 lbs. X. M. at \$2.40, 250 pieces 7 lbs. Mexican Gold Horse at \$2.67½, 600 pieces 7 lbs. Blue Dragon at \$2.70.

SHANGHAI, 27th May.—(From Messrs. Noel Murray & Co.'s Piece Goods Trade Report).—There has been a most decided lull in the trade during the interval under review, the Natives attributing it a good deal to the near approach of their most important settling day, the "Fifth of the fifth moon," which falls on the 4th proximo. Already, they say, instructions have been received from their constituents in the country suspending orders until after that date, and they anticipate a very quiet market for the next two weeks. As the latter part of that period will cover the Whitsuntide holidays in Manchester their prognostications will doubtless be fully verified. The spot business shows a heavy falling off from the last two or three weeks, but prices keep firm, as a rule, and there is no reason to complain of the clearances, the deliveries to date showing a substantial increase, as compared with last year, in almost all the staple goods. It is only in American makes that any excess is noticeable in the Imports, which keep ahead of the deliveries, notwithstanding these latter are more than 80 per cent over last year. The effect of these enormous supplies must be disastrous to Sheetings and Drills of Manchester manufacture which can only be disposed of at present at a very heavy loss, with the exception perhaps of one or two chops of special Cloths. A small forward business has gone through in English Cottons, denoting a slightly easier feeling in the home market, which no doubt will become more pronounced as Manufacturers run out of orders. The dealers here are confident that if Exchange will only keep steady, even at its present level, a very slight concession on the part of the Manufacturers would lead to a large business. The demand for home requirements is keeping prices up in Japan, and it is difficult to buy Yarns for this market except at an advance on those now current here. The position is thus very favourable for the productions of the Local Mills, there being no difficulty in entering into contracts for some distance ahead.

Metals.—(From Messrs. Alex. Bielfeld & Co.'s Report) 28th May.—From the Customs Gazette for the first quarter of this year we see that the stagnation that we have been complaining of is reflected there, this being more especially marked in Metals, the import of iron, new and old, being only about one-fifth of that during the same period the previous year. The figures are 300,000 piculs last year and 66,000 this. Tin stands at 10,702 as against 18,791 last year, while tin-plates were nearly the same as the year before, 8,524 against 8,692. Lead also stands about the same,

at 20,000 piculs. Steel shows a very marked increase from 3,557 to 12,784, which is probably to be accounted for by the increased demand that is arising for this material in the imitation of foreign goods by the Chinese.

JOINT STOCK SHARES.

HONGKONG, 2nd June.—The market has ruled rather quieter without any special feature, and a fair business has been transacted, but rates have remained steady.

BANKS.—Hongkong and Shanghai have remained quiet with only very small sales at 184 per cent. prem. and at 183 per cent. prem. (a forced sale over the settlements) cash, also at 193 for September. The latest London rate is £41 (by private advice). Nationals are enquired for in a small way, but no shares appear to be obtainable at present rates. Bank of China continue out of the market.

MARINE INSURANCES.—A few North Chinas changed hands locally and in the North at Tls. 183 and Tls. 185 and a few more small lots are wanted. Cantons have declined to \$182½ without sales. Traders continued weak and out of the market at \$77, but with buyers at \$76. Yangtszes have changed hands up North at quotation, and Straits, which have ruled very dull and weak, are freely offered at \$18½ without leading to business.

FIRE INSURANCES.—Hongkongs have continued steady to firm with small sales at \$352½, but buyers rule the market at that rate and no shares are obtainable under \$355. Chinas after a long period of neglect have again come into favour and have changed hands in fair lots at \$100, \$101, \$102, and \$103, closing steady at the last rate.

SHIPPING.—Hongkong, Canton and Macao continue to be the medium of investment at \$35 and \$35½, at which rates a fair business has been transacted and market closes firmish at \$35½. Indo Chinas.—With a rumour in Shanghai that the Company will pay no dividend this year the stock has ruled very weak with sellers, and no buyers or sales. Early in the week the Northern Port was an eager seller at \$54, which being unobtainable the rate quickly fell without sales to \$52, and the market closes at \$52 weak. As far as can be ascertained locally there is no foundation for the rumour above referred to, but our Northern friends may be better informed than we are. China Manilas have been placed at the advanced rate of \$75 and close steady to strong at that. Douglasses ruled quiet in the early part of the week with no buyers at \$65; towards the end, however, a small demand not being fully satisfied, the rate rose to \$66 after small sales at \$65; at time of closing the market is firm with an upward tendency at \$66. China Mutuals unchanged without business.

REFINERIES.—China Sugars have further improved to \$145 after further sales at \$143 and \$144, market closing with a few lots offering at the first named rate. Luzons have ruled firmer with sales at \$47½, \$48, and \$49, closing firm.

MINING.—Punjoms ruling in good demand have experienced quite a little boom with fair sales from \$7.25 to \$10, the market however closing somewhat quieter at \$9, with sellers. Rumours of a good crushing of about 700 oz. (for which, however, there appears to be no ground) and favourable reports on the mine by an American expert are the reasons for the boom. Charbonnages continue on offer at \$100 without business. New Balmorals have been in good request and have changed hands in fair quantities at \$2.50, \$2.60, and \$2.70 for prefs and at \$2.20, \$2.30, and \$2.50 for ordinaries. Jebebus remain quiet with small sales at quotation. Raubs ruling with a steady demand have again improved to \$29 with but few sales, very few shares being obtainable to satisfy buyers. A demand for July-August meets with no response. The Company's report is just to hand from Australia, the working account showing a balance carried forward of £2,361 17s. 11d. after writing off £1,079 7s. 4d. from machinery, &c., and paying dividends of £14,250. The report states that the ore reserves now amount to 185,000 tons, which could have been largely increased if it had been found necessary. Olivers have ruled much quieter with sellers and very few sales at \$24 for A's and 9 for B's.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks remain quiet with but little business. Small cash sales have been effected at 244 and 245 per cent. prem. and at equivalent rates for August and September, but whilst the rate continues very steady the market is decidedly dull. Kowloon Wharves ruling in steady demand have improved to \$65½ after small sales at \$64½ and \$65. Wanchais continue in demand at \$43½ without finding sellers.

LANDS, HOTELS, AND BUILDINGS.—Hongkong. Lands have changed hands at \$78, but more shares are wanted at the rate and are not obtainable. Kowloon Lands have found small buyers at quotation. West Points have changed hands in fair lots at \$19.75 and \$20, closing steady at the latter rate. Humphreys have been negotiated to a medium extent at \$8½, but are now enquired for at \$8.75. Hotels, on the strength of the sale of Mount Austin Hotel to the military authorities and the consequent removal of a powerful opposition, have jumped considerably and sales have been effected at \$43, \$45, \$47, and \$49, market closing with sellers at the latter rate.

MISCELLANEOUS.—Green Islands show signs of improvement; after ruling weak in the early part of the week, when shares were freely offered at \$37½ without finding buyers, sales have been effected at \$38, \$39, and \$40, closing steady at last rate. Watsons are wanted in small lots at \$12½, whilst larger lots are obtainable. Tramways are in demand at \$103 to \$104 after sales at \$101 and \$102. All Cotton Mills in Shanghai continue on the upward move with sales and buyers at quotations.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		[\$353.75, sales & b.
Hongkong & S'hai...	\$125	183 7/8 prem.=
China & Japan, prf.	£5	nominal
Do. ordinary...	£1 10s.	nominal
Do. deferred...	£1	£5
Natl. Bank of China		
B. Shares	£8	\$21½, buyers
Founders Shares...	£1	\$20
Bell's Asbestos E. A. ...	£1	\$9, sellers
Brown & Co., H. G. ...	\$50	(in liquidation).
Campbell, Moore & Co.	\$10	\$9½
Carmichael & Co.	\$20	\$8
China Sugar	\$100	\$145, sal. & sellers
Dakin, Cruick's & Co.	\$5	(in liquidation).
Dairy Farm Co.	\$5	\$5, nominal
Fenwick & Co., Geo. ...	\$25	\$29, sellers
Green Island Cement...	\$10	\$40, sales
H. & China Bakery ...	\$50	\$33, buyers
Hongkong & C. Gas ...	£10	\$110, buyers
Hongkong Electric ...	\$8	\$8.10
H. H. L. Tramways ...	\$100	\$102, sales & buyers
Hongkong Hotel	\$50	\$49, sales & sellers
Hongkong Ice	\$25	\$112, sales & buyers
H. & K. Wharf & G. ...	\$50	\$65, sales & buyers
Hongkong Rope	\$50	\$173, sales & buyers
H. & W. Dock	\$125	244 p. ct. prem.=
Insurances—		[\$430, sales & b.
Canton	\$50	\$182½, sales
China Fire	\$20	\$103, sales & sellers
China Traders'	\$25	\$77, sellers
Hongkong Fire	\$50	\$355, sellers
North-China	£25	Tls. 185
Straits	\$20	\$19½, sellers
Union	\$25	\$227½, sellers
Yangtze	\$60	\$155
Land and Building—		
H. Land Investment...	\$50	\$78, sales & buyers
Humphreys Estate...	\$10	\$8½, sales & buyers
Kowloon Land & B.	\$30	\$17, buyers
West Point Building	\$40	\$20, sales & buyers
Luzon Sugar	\$100	\$49, buyers
Mining—		
Charbonnages	Fcs. 500	\$100, sellers
Jebebu	\$5	\$2.25, sal. & buyers
New Balmoral	\$1	\$2.40, sales & sellers
Do. Preference ...	\$1	\$2.70, sal. & sellers
Oliver's Mines, A. ...	\$5	\$24, sales
Do. B. ...	\$2½	\$9, sellers
Punjom	\$4	\$9, sellers
Do. Preference...	\$1	\$2.50
Raubs	13s. 10d.	\$29
Steamship Coys.—		
China and Manila ...	\$50	\$75, sales & buyers
China Mutual Ord...	£5	£2 10s.
Do. Preference ...	£10	£7, buyers
Douglas S. S. Co. ...	\$50	\$66, sales & buyers
H. Canton and M. ...	\$15	\$35½, sales & buyers
Indo-China S. N. ...	£10	\$52, sellers
Wanchai Warehouse Co.	\$37½	\$43½, buyers
Watson & Co., A. S. ...	\$10	\$12½, sellers

J. Y. V. VERNON, Broker.

SHANGHAI, 28th May.—(From Messrs. J. P. Bisset & Co.'s Report.)—Business has been active during the week, and with exception of Hongkong and Shanghai Bank and Indo-China shares, prices have been well maintained, and improved in some cases, notably in Cotton Mill shares. Banks.—Hongkong and Shanghai Banking Corporation.—Business opened on the 22nd at 185 per cent premium, and cash shares were sold yesterday at 183 and 184 per cent premium. Shares were placed for July delivery at 188 per cent premium. Marine Insurance.—North Chinas were placed at Tls. 180, Tls. 185, and 187½ and last night at Tls. 185, at which shares are wanted. Yangtszes were purchased from Hongkong at \$165, and shares changed hands locally at \$157½. Straits are quiet at \$18 with sellers. Fire Insurance.—There is no change to report. Shipping.—Hongkong, Canton and Macao Steamboat shares are offering at \$35. Indo-China S. N. shares were placed at Tls. 39 to Tls. 40 cash, and Tls. 39½ for the 30th June. The market then weakened and cash shares were sold from Tls. 39½ to Tls. 38. On time shares were sold at Tls. 39½ for June, Tls. 39 for July and Tls. 43 for the 28th February, 1898. Sugar Companies.—Perak Sugar Cultivation shares were placed at Tls. 29½ and Tls. 30, and are wanted. China Sugar Refining shares were placed for July at \$147. Luzon Sugar Refining shares were sold at 47½. Mining.—Punjom Mining shares were placed at \$8.00. Docks, Wharves and Godowns.—Boyd & Co. shares were sold at Tls. 207½ for the 31st current. S. C. Farnham & Co. shares were placed at Tls. 184 and Tls. 183 cash and Tls. 184 for the 31st current. Shanghai Engineering and Dock shares were placed, Ordinary at Tls. 104 and 105, and Founders' at Tls. 350, and shares are wanted. Shanghai and Hongkew Wharf shares were sold at Tls. 120 cash and Tls. 142½ for the 31st August. A sale is reported to-day at Tls. 122½ cash. Lands.—Shanghai Land Investment shares changed hands at Tls. 90. Industrial.—Ewo Cotton Mill shares were placed at Tls. 107 to Tls. 110 cash, Tls. 110 and Tls. 115 for the 31st July, and Tls. 116 for the 31st August. Internationals at Tls. 112 to Tls. 117 cash, Tls. 122½ for July, Tls. 122 for August and Tls. 125 for September; Laou-kung-mows at Tls. 114 to Tls. 120 cash, Tls. 122½ for July, Tls. 125 for August and Tls. 126 for September; and Soy-chee's at Tls. 560 and Tls. 565 cash. Shanghai Ice shares were placed at Tls. 129. Miscellaneous.—In Tobacco shares, Sumatras were sold at Tls. 105 to Tls. 113, and again at Tls. 110, at Tls. 112½ for May, Tls. 110 to Tls. 115 for June, Tls. 117 to Tls. 117½ for July, Tls. 112½ to Tls. 120 for August, and Tls. 117½ to Tls. 120 for September. The closing quotation is Tls. 110 cash. Langkats changed hands at Tls. 545 to 550 cash, Tls. 555 to Tls. 565 for June, Tls. 600 for September and Tls. 61½ for October. Hall and Holtz shares were placed for July delivery at \$39 and J. Llewellyn & Co. shares were sold for cash at \$50 to \$55. Shares in A. S. Watson & Co. were sold to Hongkong at \$12.25 ex dividend.

CLOSING QUOTATIONS.

WEDNESDAY, 2nd May.
EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/11½
Bank Bills, on demand	1/11½
Bank Bills, at 30 days' sight	2/0
Bank Bills, at 4 months' sight	2/0½
Credits, at 4 months' sight	2/0½
Documentary Bills, 4 months' sight	2/0½
ON PARIS.—	
Bank Bills, on demand	2.50
Credits, at 4 months' sight	2.54
ON GERMANY.—	
On demand	2.03
ON NEW YORK.—	
Bank Bills, on demand	48½
Credits, 60 days' sight	49½
ON BOMBAY.—	
Telegraphic Transfer	165
Bank, on demand	165½
ON CALCUTTA.—	
Telegraphic Transfer	165
Bank, on demand	165½
ON SHANGHAI.—	
Bank, at sight	73½
Private, 30 days' sight	74½
ON YOKOHAMA.—	
On demand	4 % pm.
ON MANILA.—	
On demand	4 % pm.
ON SINGAPORE.—	
On demand	4 % pm.
SOVEREIGNS Bank's Buying Rate	
GOLD LEAF, 100 fine, per tal	

TONNAGE.

HONGKONG, 2nd June.—During the past fortnight there have been but few settlements, the principal feature being an increased demand for tonnage to load rice hence for Kobe, at 18 cents per picul, at which rate there is still a demand.

From Saigon to Hongkong there is a fair enquiry for medium-sized steamers at 13 cents and tonnage is wanted to load there for Java, at 19 cents, Singapore at 16 cents, and Penang 18 cents per picul. For Kobe two settlements are reported at 24 and 25 cents per picul and further medium-sized steamers could be placed at same rate.

From Bangkok to Hongkong one fixture is reported at 19 cents inside and 14 cents per picul outside the bar.

Newchwang to Canton there is scarcely any demand owing to the high price of produce at loading port. The rate is nominally 25/26 cents per picul.

Coal freights from Japan have further declined for ready tonnage; \$1.60 is the best obtainable for Hongkong and 2.80 to \$2.90 per ton to Singapore. Sailing tonnage is quite neglected. The British steamer *Godiva*, 1,912 tons, proceeds to Portland, Oregon, and the American barque *Amy Turner*, 961 tons, to Singapore to load for U.S., both under orders from owners.

There are four vessels disengaged in port, registering 6,666 tons.

The following are the settlements:—

Benlarig—British steamer, 1,453 tons, Hongkong to Kobe, 15 cents per picul; thence Moji and Kuchinotzu to Hongkong, \$2 per ton.

Frammes—Norwegian steamer, 953 tons, Moji to Hongkong \$1.60, Canton \$1.90 per ton.

Hermes—Norwegian steamer, 870 tons, Moji to Hongkong, \$1.60 per ton.

Tordenskjold—Norwegian steamer, 904 tons, Bangkok to Hongkong, 14 and 19 cents per picul.

Albingia—German steamer, 1,329 tons, Saigon to Singapore, 15½ cents per picul.

Benvenue—British steamer, 1,468 tons, Saigon to Kobe, 24 cents per picul.

Trym—Norwegian steamer, 710 tons, Saigon to Kobe, 25 cents per picul.

Deuteros—German steamer, 1,257 tons, Saigon to Hongkong, 13 cents per picul.

Wuotan—German steamer, 1,201 tons, Saigon to Hongkong, 13 cents per picul.

A China Navigation Co. steamer, Newchwang to Canton, 26 cents per picul.

Victoria—Swedish steamer, 988 tons, monthly, 2½ months, \$5,000 per month.*

VESSELS ON THE BERTH.

For LONDON.—*Ulysses* (str.), *Kanagawa Maru* (str.), *Sunda* (str.), *Benledi* (str.), *Kaisow* (str.).

For BREMEN.—*Doreathea Rickmers* (str.), *Preussen* (str.).

For VICTORIA.—*Victoria* (str.).

For SAN FRANCISCO.—*City of Peking* (str.), *Doric* (str.).

For MARSEILLES.—*Turbo* (str.), *Sydney* (str.).

For NEW YORK.—*Sikh* (str.), *Glan Mackenzie*.

For AUSTRALIA.—*Airlie* (str.).

For VANCOUVER.—*Empress of China* (str.).

For TACOMA.—*Olympia* (str.).

For SEATTLE.—*Matsuyama Maru* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

May—

ARRIVALS.

- 29, Lyeemoon, German str., from Canton.
- 29, City of Peking, Amr. str., from S. F. cisco.
- 29, Devawongse, British str., from Bangkok.
- 29, Kiangpak, Chinese str., from Hankow.
- 29, Taichow, British str., from Bangkok.
- 29, Wingsang, British str., from Shanghai.
- 29, Yarra, French str., from Yokohama.
- 30, Anping, Chinese str., from Shanghai.
- 30, Antenor, British str., from Shanghai.
- 30, Haitan, British str., from Coast Ports.
- 30, Kachidate Maru, Jap. str., from K'notzu.
- 30, Nagato Maru, Jap. str., from Kelung.
- 30, Pakling, British str., from Liverpool.
- 30, Oscarshah, Norw. str., from Hongay.
- 30, Triumph, German str., from Pakhoi.
- 30, Yanarind, British str., from Cardiff.
- 30, Chiyuen, Chinese str., from Canton.
- 30, Foochow, British str., from Canton.
- 30, Sullberg, German str., from Canton.
- 31, Hanoi, French str., from Haiphong.
- 31, Victoria, Swedish str., from Amoy.
- 31, Idzumi Maru, Jap. str., from Bombay.
- 31, Donar, German str., from Port Louis.
- 31, Ancona, British str., from Yokohama.
- 31, China, German str., from Saigon.
- 31, Bygdo, Norwegian str., from Moji.
- 31, Keongwai, British str., from Bangkok.

- 31, Whampoa, British str., from Canton.
- 31, Woosung, British str., from Canton.

June—

- 1, Rohilla, British str., from Shanghai.
- 1, Chunsang, British str., from Wuhu.
- 1, Menmuir, British str., from Australia.
- 1, Catherine Apcar, Brit. str., from Calcutta.
- 1, Hailoong, British str., from Tamsui.
- 1, Matilde, German str., from Haiphong.
- 1, Nanchang, British str., from Tientsin.
- 2, Hydaspes, British str., from Bombay.
- 2, Kweiyang, British str., from Canton.
- 2, Kwanglee, Chinese str., from Canton.
- 2, Sishan, British str., from Saigon.
- 2, Progress, German str., from Canton.
- 2, Taisang, British str., from Shanghai.
- 2, Ariel, Norw. str., from Canton.
- 2, Hailan, French str., from Pakhoi.
- 2, Phra C. C. Klao, British str., from B'kok.
- 2, Empress of China, Brit. str., from V'couver.

May—

DEPARTURES.

- 29, Gaelic, British str., for S. Francisco.
- 29, Kinbo Maru, Jap. str., for Manila.
- 29, Loosok, British str., for Bangkok.
- 29, Peshawur, British str., for Singapore.
- 29, Rosetta, British str., for Shanghai.
- 30, Albingia, German str., for Saigon.
- 30, Dagmar, Norw. str., for Chefoo.
- 30, Formosa, British str., for Swatow.
- 30, Hongkong, French str., for Hoihow.
- 30, Kiangpak, Chinese str., for Canton.
- 30, Socotra, British str., for London.
- 30, Tancarville, British str., for Sembilam.
- 30, Wingsang, British str., for Canton.
- 30, Yarra, French str., for Europe.
- 31, Atlantic, German bark, for Rajan.
- 31, Antenor, British str., for London.
- 31, Chiyuen, Chinese str., for Swatow.
- 31, Deucalion, British str., for Kudat.
- 31, Foochow, British str., for Ningpo.
- 31, Anping, Chinese str., for Canton.
- 31, Oscarshah, Norw. str., for Canton.

June—

- 1, Chunsang, British str., for Canton.
- 1, Sullberg, German str., for Chefoo.
- 1, Tamarind, Norwegian str., for Iloilo.
- 1, Frejr, Danish str., for Hoihow.
- 1, Gerda, German str., for Hamburg.
- 1, Haitan, British str., for Coast Ports.
- 1, Jacob Christensen, Norw. str., for Saigon.
- 1, Kutsang, British str., for Calcutta.
- 1, Lyeemoon, German str., for Shanghai.
- 1, Pakling, British str., for Shanghai.
- 1, Victoria, British str., for Tacoma.
- 1, Hart, British torpedo boat, for Formosa.
- 1, Narcissus, British str., for Formosa.
- 2, Hohenzollern, German str., for Y'hama.
- 2, Nanchang, British str., for Canton.
- 2, Kachidate Maru, Jap. str., for K'notzu.
- 2, Bellona, German str., for Yokohama.
- 2, Benlarig, British str., for Kobe.
- 2, Bisagno, Italian str., for Bombay.
- 2, Deucalion, British str., for Kudat.
- 2, Hanoi, French str., for Hoihow.
- 2, Kweiyang, British str., for Swatow.
- 2, Phra Chom Klao, British str., from B'kok.
- 2, Woosung, British str., for Kobe.

PASSENGER LIST.

ARRIVED.

- Per *Zafiro*, str., from Manila.—Mrs. Marcela Marino, Misses Marino (4), Messrs. E. Spitz, A. McCarville and F. Wilson.
- Per *Bellona*, steamer, from Singapore.—319 Chinese.
- Per *Victoria*, str., from Tacoma, &c.—Mrs. Borel and 2 children.
- Per *Rosetta*, str., for Hongkong from London.—Commander Gransmore, Messrs. E. C. Lane and Ramsden, Mrs. K. Bremner, Mr. Kennedy. From Singapore—Messrs. Bremner, Vanderburg, A. J. Carter, J. S. Selford, Mr. and Mrs. Pitcher. For Shanghai from London—Messrs. Jones, Brooks, Ho Chone-ti, Hsin, Ho, Robinson, A. W. Best, Mr. and Mrs. King, Mr. and Mrs. J. K. Greaves.
- Per *Kwanglee*, str., from Shanghai for Hongkong—Messrs. Whitmus, De Souza, and R. M. Harter. For Canton—Mrs. Crowley, Mrs. Cooker and 2 children.
- Per *City of Peking*, str., from San Francisco &c.—Mrs. J. Carroll, Miss Kate Carroll, Mr. and Mrs. Richard Young, Miss Young, Messrs. Archibald Reid, Curtis Thomsen, D. G. Campbell Johnston, Dr. and Mrs. S. D. Brooks and 129 Chinese.
- Per *Anping*, str., from Shanghai—Mr. and Mrs. Hewatt.

Per *Wingsang*, str., from Shanghai, &c.—Mr. Lewis.

Per *Yarra*, str., for Hongkong from Shanghai—Messrs. A. R. Madar and E. J. Coldbeck, Mrs. H. Findley, Mr. Faintitch. For Saigon from Kobe—Mrs. E. Honda, Mr. Yaotani, and Miss Tsoura. From Shanghai—Mr. D. Calothy. For Singapore from Yokohama—Mr. Shibuya. From Kobe—Messrs. Nakagawa and Pereira, and Miss Hinonye. From Shanghai—Messrs. S. Kimuro, Ugekawo, Ishmoto, and Sakamoto. For Colombo from Yokohama—Major Lowry. For Port Said—Mr. H. Pokhwisheff. For Marseilles—Mrs. J. Lowry, Mr. Strollmann, Capt. W. Dodd, Messrs. Suzuki and Verschmer. For Marseilles from Shanghai—Messrs. Haimowitch, Lavabre, Mengny, and A. Bertiford.

Per *Ancona*, str., from Yokohama—Mr. and Mrs. Porter, Dr. and Miss Godfrey, Dr. Hartigan, Capt. F. Lyon, Messrs. de Mornay, D. Marsden, Oster, Chan Hoi Shan, P. Power, J. C. Jarvis, W. Copsey, Man Chang Wo, L. B. Giles, and W. Bugg.

Per *Preussen*, str., from Bremen, &c.—Mr. Williams, Admiral v. Diederichs, Miss Weipert, Mr. Suck, Capt. Brekke and family, Miss Forster, Mr. and Mrs. Reid, Messrs. Wibel, Stave, Schütte, Weidlich, Engel, Stahlborn, Doss, Carlson, Maak, Witt, Drew, Vaudin, Mr. and Mrs. Augustesen, Messrs. Kanazawa, Petersen, Ford, Worm, Wenning, Stelley, Bowei, Backhaus, and Sabbino Eugenio.

Per *Menmuir*, str., from Australia.—Messrs. Maorgasato, Jeremiasen and F. S. Cooper.

Per *Catherine Apcar*, str., from Calcutta.—Miss E. Stevens Mr. J. MacKertoon and 447 Chinese.

Per *Hailoong*, str., from Tamsui, &c.—Lieut. Laird and Mr. De Aparicio.

Per *Rohilla*, str., from Shanghai for Singapore—Mr. and Mrs. Slater, Mr. Wiseman, Miss de Basagoiti. For Marseilles—Mr. C. N. Soningsen. For London—Miss C. Kingsmill, Mrs. Wong, child and infant, Messrs. C. R. Fryer and B. C. Waters. From Yokohama for Port Said—Mr. and Mrs. Terry.

DEPARTED.

Per *Gaelic*, str., from Hongkong for Amoy.—Mr. John Water. For Shanghai.—Mr. and Mrs. R. E. Speer, Messrs. H. Gordes, and E. Vernon Kellet. For Kobe.—Messrs. D. A. Gubbay, and M. H. Michail, and Mrs. and Miss Humphreys. For Yokohama.—Messrs. Berthley, C. W. Williams, A. B. Henan, Antonio Merino, and A. Duncan, Mrs. Scott, Mrs. Mancell, and Mrs. Jones, Sub. Lieut. C. P. Ryon, R. N., and Capt. A. W. Newbold. For San Francisco.—Messrs. Wong Wai, and H. W. Hall, and Mr. and Mrs. Stepton G. O. King. For London.—Messrs. Joseph Hunter, G. Von der Burg, and R. P. Duncan, and Mrs. Winton.

Per *Rosetta*, str., for Shanghai from Hongkong—Police-Sergt. John Holt. From London—Messrs. Jones and Brooks, Mrs. Hsin, Mrs. Ho, Messrs. Robinson and A. W. Best. From Brindisi—Mr. and Mrs. King. From Bombay—Mr. and Mrs. J. R. Greaves. From Hongkong for Yokohama via Shanghai—Mr. L. M. Sogolowitch.

Per *Yarra*, str., from Hongkong for Saigon—Messrs. Lacoste and M. J. Englisson. For Singapore—Mr. M. C. da Silva, Miss A. M. da Silva, Mr. A. Levy, Mr. and Mrs. Lem Tong Kee, Mrs. Borel and 2 children. For Port Said—Mr. and Mrs. Oliver. For Marseilles—Messrs. A. Alves Branco, F. de Magalhaes de Menezes, D. M. Pereira de Menezes, F. X. Alvares, Mr. and Mrs. J. H. da Costa Compos, Mrs. H. C. da Silva Arez, Mr. and Mrs. H. J. Andrews, Mr. Max Springli, Mr. Eugene Le Moal. For Saigon from Kobe—Mrs. T. Honda, Mr. E. Yaotani, and Miss Tsoura. From Shanghai—Mr. D. Calothy. For Singapore from Yokohama—Mr. G. Shibuya. From Kobe—Messrs. Nakagawa and Pereira, and Miss Hinonye. From Shanghai—Messrs. S. Kimuro, Ugekawo, Ishmoto, and Sakamoto. From Yokohama for Colombo—Major Lowry. For Port Said—Mr. H. Pokhwisheff. For Marseilles—Mrs. J. Lowry, Mr. Strollmann, Capt. W. Dodd, Consul Suzuki, and Mr. Verschmer. From Shanghai for Marseilles—Messrs. Haimowitch, Lavabre, Mengny, and A. Bertiford.

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